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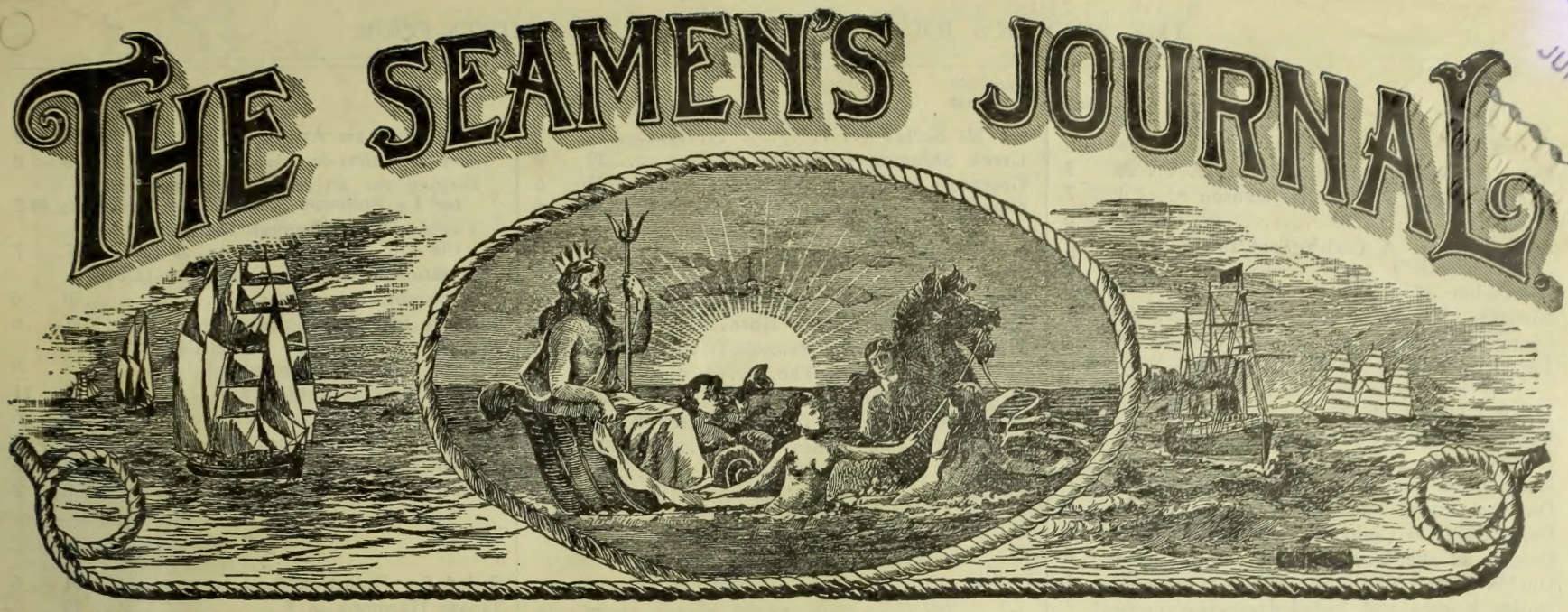

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XXXIV, No. 1. SAN FRANCISCO, WEDNESDAY, SEPTEMBER 8, 1920. Whole No. 1717.

WORLD'S SEAMEN IN CONFERENCE

Delegates Representing The I. S. U. of A. Submit Report

Secretary Hanson of the International Seamen's Union of America has supplied the Journal with a copy of the official report made by the delegates who have just returned from Europe after attending two international conferences of seamen.

The report is published in full, in this issue. Two supplementary reports, dealing with conditions of seamen and the status of seamen's organizations in certain northern European countries, will appear in next week's issue.

In perusing these reports it should be borne in mind—first, last and all the time—that the great fight for the freedom of seamen, carried on by the organized seamen of America for over twenty years before it was won, has now been made "the" fight for the seamen of the world.

Thomas A. Hanson, Secretary-Treasurer,
International Seamen's Union of America,
Chicago, Ill.

Dear Comrade:

The report of the delegates elected by our recent annual convention to attend the biennial meeting of the International Seafarers' Federation must, for the sake of clarity, deal with three international conferences, namely:

1. The Open International Conference of Seafarers which met at Genoa, Italy, from June 10 to 14.

2. The International Labor Conference held under the auspices of the League of Nations to consider the problems of seamen. This conference met at Genoa, beginning on June 15.

3. The constitutional meeting of the International Seafarers' Federation which convened at Brussels, Belgium, on August 9.

A detailed report upon the Open International Conference of Seafarers was previously prepared and has been published in the issue of the Journal, dated July 21. Immediately following said conference came the meeting held under the auspices of the League of Nations. This gathering had to consider the following questions affecting seamen:

First. Hours of labor; (a) in inland navigation, (b) in ocean navigation.

Second. The employment of children on ships.

Third. The questions relating to seamen's employment, engagement and signing of shipping articles.

Fourth. The possibility of drafting a code for seamen to have equal application and force in all countries.

It should be noted that at this conference the method of representation had very serious disadvantages to the seamen. Each nation had four delegates, of which two were appointed by the government, one by the shipowners and one by the seamen. Thus the seamen had one vote out of each four.

This meeting had two ways of expressing the results of its deliberations. It could make recommendations to the different nations to enact legislation—but the nations were in no manner bound to act upon these recommendations. Again, the meeting could submit to the different nations a so-called "draft convention," i. e., a treaty made ready to be adopted by the nations. This treaty the nations are supposed to adopt as a duty.

On the question of the employment of children the meeting adopted a "draft convention" prohibiting the employment of children under the age of fourteen, but with certain rather sweeping exceptions.

Hours of Labor.

In the matter of "hours of labor" the meeting adopted a recommendation dealing only with hours of labor in inland navigation to the effect that those nations which have not yet provided by legislation for an eight-hour day and a forty-eight hour week should do so at the earliest opportunity.

Dealing with the hours of labor at sea the meeting drafted, but failed to adopt a "draft convention" because the two-third majority necessary to adopt were not obtained.

On the question relating to seamen's employment, etc., a "draft convention" was adopted providing for unemployment benefit if such unemployment results from "loss or foundering" of the vessel. In such cases the benefit is not to exceed two months' wages. This benefit is to be obtained from "the owner or person with whom the seaman has contracted." The expression here used indicates a purpose to change the old and now existing rule of contracting with the vessel and to adopt in its place a contract with the owner to go in any one of the owner's vessels.

In addition to the foregoing a recommendation to the different nations was adopted that each "should establish for seamen an effective system of insurance against unemployment arising out of shipwreck or any other cause."

The Employment Shark.

Finally a "draft convention" was adopted regulating and prohibiting "the business of finding employment for seamen" under penalty of criminal punishment. There is, however, no criminal or other penalty against the operation of blacklisting employment agencies such as have from time to time been maintained by shipowners. (This question was dealt with later at the Brussels conference of the International Seafarers' Federation.)

If the two last named "draft conventions" and the recommendation relating to unemployment should be accepted, shipowners would have more complete control of seamen while on shore than they now have over seamen while at sea. Employment offices such as those conducted by the Lake Carriers' Association and the International Shipping Federation, Limited, would be the only places through which the seaman could find employment. While it is true that the "draft conventions" guarantee freedom of choice of vessels the unemployment benefit would by its very nature compel men to go on vessels or "contract with owners," not as a matter of choice but from sheer necessity. It might be harsh to say that such is the underlying purpose, but the conference had many members who knew the seamen's life in all its aspects and who have given years of effort to attain such control over seamen while on shore.

An International Seamen's Code.

On the question "consideration of the possiguilty of drawing up an International Seamen's Code" the meeting decided in the affirmative and made the following recommendation:

"In order that, as a result of the clear and systematic codification of the national law in each country, the seamen of the world, whether engaged on ships of their own or foreign countries, may have a better comprehension of their rights and obligations, and in order that the task of establishing an International Seamen's Code may be advanced and facilitated, the International Labor Conference recommends that each Member of the International Labor Organization undertake the embodiment in a seamen's code of all its laws and regulations relating to seamen in their activities as such."

As a preliminary step in the drafting of an International Code the different nations had reported upon existing penalties for disobedience and violation of contract. After a study of these reports the representatives of the Norwegian seamen submitted the following resolution:

"**Whereas:** The International Labor Office report on the Seamen's Code exposes two vital and important facts; first, that in all countries represented at this Conference the seamen's status is little better than that of the serf, and second, that none of these countries seem to be prepared, at this Conference, to change this ancient status; and

"**Whereas:** The information furnished by the different countries indicates that the contract of the seamen is in a moral sense no contract, because neither the obligations nor the penalties for their violations are the same upon the two contracting parties—the penalty upon the shipowner being one of regulated damages, the penalty upon the seamen one of compulsion to continue to labor against his will, or, penal servitude, the duration of which is likewise regulated by law, and

"**Whereas:** Such great inequality before the law cannot be tolerated in a world that has been 'made safe for democracy'; therefore be it

"**Resolved:** That this commission recommend to the various Governments that seamen be placed upon the same legal level as shipowners, through the repeal of all laws and the abrogation of all treaties under which the seaman may be compelled to labor against his will when

the vessel is in safety, or suffer incarceration for refusing to fulfil a civil contract to labor.

"Genoa, 24th June, 1920.

"(Signed) Oscar Nilsen,
"(Signed) Hji. Johannessen,
"(Signed) H. Michelsen."

The foregoing resolution was discussed in committee and finally came into the conference as a minority report. Mr. Colmo (Argentine) directed attention to the absence of principles to guide the commission entrusted with the writing of the code. Mr. Nolens (Netherlands) indicated very plainly that he was desirous of having the substance of the resolution adopted. There were sundry efforts to prevent consideration of the minority report, but all failed. There were several strong expressions of disapproval, especially of the word "serf" in the Norwegian resolution.

An Historic Address.

Mr. Johannesen of Norway, through Mr. Thorsen then submitted the following remarks:

"Gentlemen: A resolution like the one we Norwegian Seamen's representatives have put before you was adopted in Norway 15 months ago by a meeting of the several ratings of seamen—representatives and members.

"This resolution was submitted to the Norwegian Government and the Premier, Mr. Gunnar Knudsen, who is one of Norway's greatest shipowners, said that he could not see any good reason for continuation of the old status under which seamen live and labor. He said that he hoped to see it abolished before the sitting Parliament adjourned.

"Norway, Denmark and Sweden have now sitting a joint commission whose duty it is to propose to the three countries such changes in the present law as shall bring the law into harmony with modern ideas.

"The foreman of the Norwegian section of the joint commission submitted the resolution to a meeting of the Commissions in September 1919. On a later meeting held in Sweden the leader of the Norwegian section again called attention to the resolution and expressed the hope that the principle in the resolution would be made the guiding idea in the framing of the new law.

"On pages 69, 70 and 71 of Report 4, on the Seamen's Code we find that the Government of France already in 1914 as a result of a Conference between representatives of the Government, the shipowners and the seamen had submitted a proposal to the French Parliament the effect that the seamen's status be changed. The proposal is that the seaman may terminate his contract in any safe harbor upon giving notice which, in accordance with the safety of the vessel and the passengers, is from two to twelve hours.

"As bases for our resolution we have taken the reports from the different nations as the reports appear in Report No. 4. In this report we find that the seaman (nobody is a seaman until he has signed the shipping articles) who does not render himself on board at the time set, can, if the master so desires, be taken on board by force with or without police assistance. We find also that if the seaman has deserted or escaped from the vessel (it is only prisoners, serfs and seamen who escape, others simply quit their work), the master may cause him to be arrested, brought before a court and to be sentenced to imprisonment. We find further that these laws do not exist for the protection of seamen as a body or for the protection of society as such, but for the protection of such shipowners as may desire to use them.

"Well, gentlemen, the seaman's status and the penalties he incurs in seeking to withdraw himself from the service of the vessel are as follows: he is compelled to labor against his will or to suffer imprisonment if he seeks to break or does break his contract to labor; but the master as representative of the owner may cancel the contract at any time or place by paying as civil damages to the seaman from one to three months' wages and he can do this although he can find no legal ground under which the seaman may be dismissed and if the damages are not paid there is no prison penalty for either the master or the owner of the vessel. I respectfully submit this to the gentlemen present and ask them, if this be equality before the law.

"I ask the representatives of the different nations if these laws are based upon democratic principles and if it be in this manner that they are going to fulfil the promises which were given to the seamen when he freely gave his life for the world's freedom and to bring food to the hungry during the late world war? We cannot believe that this Conference, which is called for the protection of seamen, can vote against this resolution.

"I feel will be those who protest strongly against the word in the resolution—the word serf. If you can find another word, which gives an accurate definition of the seaman's status, another word may be used, but I again appeal to the jurists to tell the meeting the legal difference between the man who could not leave the master's estate and the seaman who cannot leave the vessel in a safe harbor? What is the difference if there be one between the penalties imposed upon the disobedient serf or the escaped serf and those imposed upon the seamen who fail to obey in the safe harbor? There are many who seem to think that we seamen cannot understand and feel our status—that we cannot feel the difference in the law as it exists between us and the shipowners. With reference to this point permit me to say that it might have been true many years ago: but since I have sailed I have often heard men say 'I have again sold myself' in place of saying 'I have shipped again.' This I think is a sufficient answer. There are especially amongst shipowners men who say: 'Yes, but you do not need to sign the contract if you do not like to.' To this I answer that when Esau came from the hunt and was hungry and he asked his brother for food the brother answered: 'Yes; if you will give to me your right as the firstborn.' Esau was hungry and the bargain was transacted. Thus did Esau become his brother's serf.

"Finally I beg to remind you that the evidence of the serf was of no value as against his master unless it was corroborated either through the testimony of others, or through facts which came out during the trial. The evidence of a seaman against the vessel, the shipowner or the master is sometimes about of the same value. We know this from our experience before consuls and courts.

"These laws which compel the seaman to work against his will must be repealed and the seaman must be treated as other men when the vessel is safe. Anything less than this will gradually make it impossible to get self-respecting men to serve at sea."

Mr. de Rousiers (France) offered the following motion on the subject:

"Criminal procedure shall only be resorted to with a view to upholding public regulations which govern the articles of agreement of seamen, and shall only be entered upon at the request of officials of the public authorities; civil procedure only shall protect agreements freely entered into between seamen and the representatives of the ship on which they have embarked."

Mr. Colmo (Argentine) complimented the minority upon having the courage of its convictions. He could not agree with Mr. de Rousiers.

Mr. Giglio (Italy) then offered the following motion:

"This Conference, after hearing the conclusion of the minority, emanating from the commission for the study of an International Seamen's Code, affirms the principle of the most complete equality on the judicial and social ground between the rights of the seamen and the rights of the shipowners."

The Secretary-General after some remarks moved that the motions offered by Mr. de Rousiers and by Mr. Giglio be adopted and referred to the drafting committee to combine the two and submit a report. This was agreed to.

Later the drafting committee submitted the following:

Text of the Drafting Committee.

"This Conference recognizes that the contracts of engagement of seamen in all countries contain two kinds of clauses:

(1) clauses of a public character, inserted in the public interest;
(2) clauses of a private character, inserted in the private interests of shipowners or seamen or both.

"The Conference affirms the principles

(1) that so far as possible the clauses of a public character in seamen's contracts should be the same in the different countries;
(2) that the legal rights and obligations of seamen and shipowners, **inter se,** arising out of the clauses of a private character, should be placed upon a footing of strict equality;
(3) that violations of provisions in contracts of engagement between seamen and employers should not be dealt with as criminal offenses, unless they be violations of the clauses of a public character maintaining public policy as distinguished from private interest, and even then only at the instance of public authorities.
(4) that violations of provisions in contracts of engagement should be made the subject of procedure in civil courts only where such contracts have been freely entered into on both sides.

"The Conference therefore invites the International Labor Office, in its investigations preparing for the establishment of an International Seamen's Code dealing with contracts of engagement and discipline, to keep in view the application of the foregoing principles, and to embody them so far as possible in any drafts of an international code on either of these subjects which it may place before future meetings of the International Labor Conference."

When the revised draft was reported to conference Mr. Barlow (Great Britain) stated that he had not seen the document before, that it referred to very important questions of violations of contract, and that he would therefore vote against it.

The revised draft, as submitted herewith, was then adopted with only one dissenting vote.

Before disposing of the subject matter Mr. Colmo (Argentine) submitted the following for adoption by the conference:

"Violation of provisions in contract of engagement can never be considered as a criminal offense, nor can the abandonment of the vessel in a foreign port be considered as desertion, and therefore can not be punished as crime."

This declaration was approved by 41 in favor, 7 against.

The foregoing briefly tells the story of the conference under the auspices of the League of Nations at Genoa.

Call for Brussels Meeting.

When it became fairly well understood that the meeting would be a failure on very important questions, such as the hours of labor at sea, the need for a meeting of seamen to voice seamen's thoughts upon the actions of the Genoa meeting, was felt to be imperative. As a result of this feeling the President and Secretary-Treasurer of the International Seafarers' Federation issued the following call to meet at Brussels:

Genoa, 22nd June 1920.

Dear Sir and Brother:

A Secretariat meeting of the International Seafarers' Federation will be held at Brussels on August 5th at 11 a. m., and on August 9th a Congress will be held at 11 a. m.

At the Secretariat meeting on the 5th only those who are on the Secretariat will be present. On the 9th there will be a full Congress of the delegates representing the different Unions.

Should you desire to submit any resolutions to the Congress would you be good enough to send such resolutions at your earliest possible convenience.

Yours fraternally,
C. DAMM,
General Secretary,

After waiting some time for the final action of the Conference on the Norwegian proposal we made arrangements to have same sent to Norway and we left Genoa to visit and confer with the different Unions in Belgium, Holland, Germany, Denmark, Sweden and Norway pending and in preparation for the meeting in Brussels. Germany, Holland and Belgium were by agreement allotted to Comrade Scharrenberg and he will report separately thereon. Denmark and Sweden to Carlson and Furuseth. Norway to Furuseth. A supplementary report is submitted on these missions.

The Brussels Convention.

In accordance with the official "Call" the International Seafarers' Federation was called to order in regular biennial convention at Brussels, Belgium, on August 9, 1920. The sessions were held in the banquet hall of the Metropole Hotel located in the heart of the city.

Monsieur Wauters, Minister of Labor of Belgium, and Monsieur Pierrard, representing the Minister of Marine of Belgium, delivered addresses of welcome. President Havelock Wilson responded in appropriate terms.

The Committee on Credentials reported 45 delegates entitled to seats in the convention, as follows:

National Sailors' and Firemen's Union of Great Britain and Ireland, (15 votes) R. Breckenridge, J. H. Borlase, G. Jackson, C. Bellem, J. Cone, D. Flett, W. R. Spence, M. Tearle, T. Chambers and E. Cathery.

National Union of Ship Stewards, Cooks, Butchers and Bakers, (5 votes) Jos. Cotter, A. Despres, W. R. Smalles, T. Donnelly and E. Vernlinden.

Hull Seamen's Union, (2 votes) G. W. McKee and John Atkinson.

United Kingdom Pilots' Association, (2 votes) M. Joyce.

French Seamen's Federation, (5 votes) A. Rivelli, Louis Reaud, Eugene Ehlers, Leon Baudoin, Augeste Montagne, Oscar Decouter, Francis Mouilli and Simon Mattei.

International Seamen's Union of America, (12 votes) Andrew Furuseth, Paul Scharrenberg and Oscar Carlson

Belgian Seamen's Union, (3 votes) J. Chapelle, C. Mahlman, H. Dillen and W. Schonkerem.

Seamen's Union of Holland, (3 votes) D. L. Wolfson, D. Litzau and L. Verhagen.

Norwegian Sailors' and Firemen's Union, (3 votes) Conrad Stensrud, Gerhard Johansen and Idar Hansaas.

Stewards' Union of Bergen, (2 votes) Olaf Andersen and Sigvard Olsen.

Swedish Firemen's Union, (2 votes) Sven Lundgren.

Swedish Sailors' Union, (3 votes) Erhard Griph

Danish Firemen's Union, (2 votes) Richard Jensen

Danish Cooks and Stewards' Union, (2 votes) K. Spliid.

President Havelock Wilson in his opening ad

(Continued on Page 10.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Edison Is Advised

Hugh V. Reilly, late editor of the Newark Ledger, advises Thomas Edison, electrical wizard, to study industrial conditions in his own factories in this vicinity before he criticizes workers and gives advice to them.

Recently Mr. Edison declared that if the industrial worker could be made to understand "what capital and management are doing for him it would go a long way to cure this so-called unrest."

"The press accounts of the address," says Labor Editor Reilly, "agree that it was delivered for Mr. Edison and not by him.

"Perhaps it was not written or dictated by him, because the thought expressed is unworthy of a great man. It bears all the characteristics of hired management misrepresentation. Several months ago we spoke of the long established practice of the West Orange plant of hiring workmen in a large field. We said at the time that almost invariably the future founder of a hyphenated-American family would get the job. There have been other instances when the Edison management have made a more direct appeal for foreign workmen in preference to the native born, as was the case during the Polishers' strike several years ago. At that time the strike-breaking advertisements distinctly stated that Greeks were preferred for the strikers' places.

"And now Mr. Edison wonders why the industrial worker does not understand his employer. Many workmen in our large industrial establishments are incapable of understanding their employers for the same reason that the steel trust experienced in their strike last fall—the employer didn't want workmen who can understand. The fact is, the American workman understands his employer far better than the latter understands him. The workman is seeking through the agency of collective bargaining to make that understanding all embracing, but many employers (the Edison companies included) have given repeated evidences that they do not want it.

"The attitude of these companies indicates they desire the very opposite of understanding—oppression. Oppression never develops that full, hearty co-operation necessary to a better world.

"Mr. Edison should study the industrial conditions in his own factories before he criticizes the workmen of today."

Public Has Duties

"Before the public has a valid claim for the full recognition of its rights on the part of labor, it must have previously assumed its responsibilities and have done its part in preventing conditions of labor which are not only intolerable to labor, but which are a menace to the stability and welfare of the Nation itself," says John P. Frey, editor International Molders' Journal.

"The public," says this trade unionist, "manifested little interest in the long hours and low wages of street car employes, until one morning it was forced to walk down town because the street car employes would no longer endure the intolerable conditions of their employment.

"The miners have received such small wages that they could not support their families in decency. They have been prevented from organizing by bands of hired mercenaries whose existence has been permitted by the authorities; their members and their organizers have been killed in cold blood, but the public took no adequate steps to prevent these outrageous and un-American conditions.

"But the public, which had so effectively evaded and ignored its responsibilities, clamored for legislative and administrative relief the moment the miners went on strike.

"The public, in respect to its rights, is very much like many employers who are keenly conscious of their rights, but overlook or waive aside the reciprocal rights of their employes.

"The foundryman who expects the molders and coremakers to work for him with the spirit of good will must have indicated a spirit of fairness and good will towards his employes, for there are no rights enjoyed by men which do not carry with them equivalent obligations and responsibilities."

Mr. Wood Predicts

William M. Wood, president of the American Woolen Company, predicts a drop in the price of men's clothing. He wants it understood that he means "clothing," and not "cloth." His concern manufactures cloth and the price of this commodity will not be lowered. He says the company's mills have been closed because of a lack of orders, and he can not say when they will be opened.

There was nothing in the interview to indicate that the workers are not producing enough, and that this is the cause for high prices. Now he blames the dealer. The dealer, of course, will blame the woolen trust.

The New York World makes this editorial comment on the statement by President Wood of the American Woolen Company that the price of clothing will be reduced, but that the price of cloth will not be reduced:

"Thick-headed consumers have supposed that the price of clothing bore some relation to the price of cloth. If they are not now convinced of their delusion it is not the fault of the president of the wool trust."

Railroads Now Favor Economy

Since railroad rates have been increased rail managers and financial oracles have changed their tune.

Before the advance the public was assured that higher rates were necessary to save the roads from the junk pile. In a public statement President Gompers declared that the solution was not in increased rates, but rather in a return to the

(Continued on Page 9.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Seemansvereeniging, St. Pietersvliet 2.

GERMANY.

Internationale Transportarbeiter - Federation. Engelufer, 18, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.
Federation Syndicale des Agents du Service General a Bord, 3 Rue Scudery, Havre.

NORWAY.

Nörsk Matros-og Fyrboter-Union, Grev Wedels plads, 5, Kristiania.

SWEDEN.

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade, 15 Kobenhavn.
Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.
Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Centrale Bond van Transportarbeiders, Hoofdbestuur, 's Gravendykwal 111 te Rotterdam.
Vakgroep Zeelieden, Pelikaanstraat 25, Rotterdam.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marcellino 6-2, Italy.

SPAIN.

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL.

Associacão de Marinheiros e Remadores, Rua Barão de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregados em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Premier Lloyd George stated in the House of Commons that the Government was expecting much unemployment during the coming winter and was considering precautionary measures.

A strike of Montreal organized barbers followed the refusal of employers to accept a wage rate of $25 a week and 50 per cent. of earnings when they exceed $35 a week.

Steam engineers employed by the Dominion Power and Transmission Company have secured wage increases. The new rates range from 66 to 84 cents an hour for a 60-hour week, as against former ranges of 40 to 65 cents.

The Canadian Trades and Labor Congress will hold its annual convention in Windsor, Ontario, beginning Monday, September 13. The congress is a legislative body and is composed of trade unions affiliated with the American Federation of Labor.

Labor exchanges established by the British government is a source of complaint by the workers. It is stated that the men in charge of these exchanges, and who deal with workers seeking employment, have no grasp of industrial conditions nor sympathetic understanding of the men and women with whom they have to deal.

The Khilafat committee, chief organ of the radical workers in India, has sent out a manifesto urging a general strike and a boycott against Great Britain. The manifesto points out the great need of enlisting the peasants in the movement before there can be any hope of success—India being almost exclusively an agricultural country.

A conflict has arisen between the theatrical impresarios of Madrid and the members of the orchestras, actors and other employes of the theaters. The impresarios decline to recognize the theatrical employes' syndicate, of which nearly all those connected with the theaters are members. One theater has been without an orchestra for several nights. In the event that the managers maintain their determined attitude against the actors' syndicate, many theaters will be compelled to close and the coming season's success is menaced.

A widespread strike of railway workers on the Northwestern Railway has paralyzed traffic in Northern India. Approximately 20,000 men are out, including skilled and unskilled workers. Principal centers affected by the strike are: Karachi, Multan, Amritsar, Ferozepur, Ljudhiana, Wazaribad, Lyallpur, Lala Musa and Lahore. The general public is showing sympathy with the strikers, but big business interests such as the Timber Merchants' Association, a lumber trust of Ilelum and similar organizations, have requested the government to intervene. Strikers have shown their international vision by cabling to London, asking the support of the National Union of Railwaymen and requesting British railway workers to Parliament. The demands of strikers are as follows: 1. Recognition of their union. 2. Reinstatement of all men on strike in their original appointments. 3. Formation of conciliation boards. 4. Railway authorities to guarantee as a minimum an increase of 71 per cent in wages.

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Will H. Peterson and G. Johnson, formerly winchmen of S. S. "Carmel" to communicate with J. T. Smith, Room 411, 112 Market St., San Francisco. 9.8.20

INFORMATION WANTED

A. Jacobsen, formerly winchman, Steamer "Phyllis." Please communicate with J. T. Smith, Room 411, 112 Market Street, San Francisco. 8.18.20

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Buck, Harry	Nystrom, Uno
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Campbell, Ed.	Olsen, Olof A.
Clausen, J.	Olsen, Tom
Danielsen, Adolf	Obolin, Kris
Egenes, Nils	Pierson, A.
Ettersen, Ward	Porter, Jack E.
Elms, E. O.	Rier, Earl W.
Erikson, Hilmar	Sandel, F. S.
Fuller, G. E.	Solberg, B. P.
Harms, Ed.	Stewart, R. T.
Holm, J. H.	Vhatton, H. R.
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Josephson, William	Walby, M.
Larsen, John	Wolters, Lloyd

INFORMATION WANTED

Members of crews of Barge "Ohio" and S. S. "Gulfcoast" will kindly communicate with this office regarding their salvage claims against the Standard Oil Barge No. 1 between Mobile and Port Arthur about May 18th. I represent a member of the crew and have already taken up the matter of a salvage award for him. Silas B. Axtell, New York, N. Y. 7-14-20

TO MY CLIENTS

Please look over our legal reports on file in every Union Hall on the coasts whenever you are in port. Notice of commencement of all actions, their appearance on the calendar for trial, trials, judgments and settlements effected are published in all cases whether for wages, salvage or personal injury. Law Office, Silas B Axtell, 9 State Street, New York.

Pacific Coast Marine

All traffic records since the opening of the Panama Canal were broken during August. Three hundred ships passed through the waterway, the tolls being $936,209.

The G. M. Standifer Construction Company of Portland, Ore., has been awarded a contract for the building of two 8800-ton oil tankers for the Standard Oil Company of New Jersey. Work will begin on the vessels immediately, according to advices from Portland.

Seattle's water-borne commerce, domestic and foreign, totaled $399,346,761 in value the first seven months of the year, according to statistics made public by Port Warden Fred M. Lathe. Domestic imports aggregated $67,701,201 and domestic exports $46,818,439. Foreign imports totaled $187,586,733 and foreign exports $87,-140,388.

The Shipping Board has devised a scheme to distinguish a craft belonging to the American merchant marine, according to word from Washington. A shield bearing the stars and stripes will be placed on the bow of every Shipping Board vessel, to distinguish it from the crafts of other nations. More than 500 of these emblems have been ordered and will be supplied to each vessel as fast as they are turned out.

The Pacific-Caribbean-Gulf Steamship Line of San Francisco announced that it has established a new service from Elliott Bay and other Pacific Coast ports to the Caribbean sea, Cuba and New Orleans, with A. M. Gillespie, Inc., of Seattle as Puget Sound agents. Four ships each of 5000 deadweight tons or 4000 tons cargo capacity have been ordered into the new service. Two others will be added later.

California cargoes totaling 90,000 tons will be moved to the East Coast during the next few months by the Luckenbach Steamship lines, it is announced. In addition to their own steamers, the Luckenbachs have secured several Shipping Board craft. Two of these are the "Hannawa," recently turned out at the Union Iron Works, and the "Archer," which has been operating under the Pacific Mail flag.

Flying the French ensign, the first seen in San Francisco fluttering from the masthead of a French clipper ship since the outbreak of the war, was sighted during the week when the ship "Edouard Bureau" sailed through the Golden Gate. The vessel made the run from Marseilles in 152 days, via Balboa seventy-three days. The craft arrived here in ballast and has been chartered by Strauss & Company th carry grain from the Pacific to Europe.

All steamship companies operating lines from the Atlantic Coast to the Pacific Coast via the Panama Canal have decided to fall into line with the railroads in advancing their rates 33 1-3 per cent., and to make the advance effective on September 4, according to advices received from the East by General Freight Agent F. A. Hooper of the European Pacific line (Williams Dimond & Co.), San Francisco. As described by Hooper's advices, the new rates generally "are to be 85 per cent. of the transcontinental rail rates in effect prior to August 26, or before the railroads made their advance of 33 1-3 per cent."

The Shipping Board announces that it has entered into a contract with the Midwest Refining Company, under the terms of which the oil company is to deliver 3,421,875 barrels of Shipping Board specification fuel oil during the fifteen months commencing July 1, 1920 and ending October 1, 1921, at the rate of 7,500 barrels per day at San Francisco or San Pedro or San Luis, California, in exchange for which the Shipping Board is to deliver to the Midwest Refining Company 2,161,230 barrels of Wyoming crude oil derived from the Government's royalty oil in the State of Wyoming, which oil the Shipping Board has contracted to purchase from the Government at the current market price prevailing at the wells at the time the oil is delivered.

Fourteen wooden hulls, built during the war by the United States Shipping Board in the shipyards of the Portland district, are available for sale in the general campaign now being conducted by the Government to dispose of unfinished ships. Originally there were nineteen unfinished ships in Portland, but five have been sold. The hulls which have been disposed of include the "Acarmen," 3500 deadweight tons; the "Egeria," 3500 deadweight tons; the "Abantis," schooner, 3500 deadweight tons, and the "Meriden," steamer, 3500 deadweight tons. The "Acarmen" is to be converted bp her new owners into a barkentine. The "Egeria," purchased by H. W. Pennell and associates, is to be converted into a steam schooner. W. L. Haskins is the new owner of the "Abantis," and the "Abderia" and the Wilson Steamship Company has purchased the "Meriden."

Admiral Benson, chairman of the United States Shipping Board, has issued orders to district agents and other officials of the Board that no more vessels under the operation of the Shipping Board would be chartered for the export coal trade at the prevailing low rates. Shipping officials who have made inquiries have been informed that all charters must be approved by the chartering agent before they become operative. It is stated that the chartering agents will withhold the vessels at the present rates quoted, and that meanwhile vessels amounting to 1,200,000 deadweight tons will be diverted to other trades such as the movement of grain and cotton. In the event that there is not enough demand for the vessels in this service the steamers will be tied up. According to shippers not many of the vessels withheld from the coal-carrying trade will be tied up for long, as the movement of grain and cotton is constantly increasing.

Resolutions dealing with scientific exploration and recommending survey of the shore-line and coastal waters of the Pacific were adopted at the recent Pan-Pacific Conference of Scientists held in Honolulu according to E. A. Beales of the local weather bureau, who arrived from Honolulu during the week, and William Bowie of the United States Coast and Geodetic Survey. Bowie passed through San Francisco on the way to his post in Washington, D. C. The seventy scientists in attendance, who represented the United States, Hawaiian and Philippine Islands, Canada, Japan, Australia and New Zealand, discussed problems in anthropology, botany, zoology, geology, oceanography, surveying and mapping. It was said at the conference that maps of the survey of the shore line and coastal waters, physical oceanography and magnetic survey of the Pacific would have "great economic value to the shipping, fisheries and other marine interests," and that the cost of the surveys for the collection of data is relatively insignificant. Authorities stated that the great loss involved through wreckage owing to the incompleteness of charts would be abolished if this coast survey were made.

Details were received recently stating that on August 17, last, the palatial liner "Empress of Canada" was launched in the Fairfield Shipbuilding and Engineering Company at Govan. The vessel was built under contract for the Canadian Pacific Ocean Service, Limited. The vessel was especially built for the trans-Pacific service running from British Columbia to the Orient. The "Empress of Canada" has an overall length of 653 feet, 77 feet in width and 53 feet in depth to the bridge deck; she has a straight stem and a cruiser stern, three funnels and two-pole masts. A feature of the craft is her promenade and boat decks, the former extending the full length of the vessel. The "Empress of Canada" has a tonnage of about 22,000 tons and has accommodations to carry 490 first cabin passengers, 106 second, 238 third and will be manned by a crew of 547 men. The speed of the vessel will be 21 knots and when placed in operation will be the finest passenger vessel afloat on the Pacific. The vessel is installed with telephones connecting with a central exchange, a passenger elevator and a large swimming pool. Throughout the vessel special attention is everywhere given to the fact that the "Empress of Canada" is to serve in a semi-tropical climate.

The Java-Pacific steamer "Arakan," which ran ashore in a thick fog off Point Reyes just north of San Francisco, on Aug. 29, was floated on Sept. 1 after three days of unrelaxing labor on the part of her crew, a flotilla of wrecking craft and several hundred men. Slightly leaking, where her hull buckled under the stokehold, and with crippled engines the steamer slowly made port under tow. Small craft and an army of men from miles along the coast swooped down upon the jettisoned cargo in such numbers that the ship's agents sent a hurry call to Marin county authorities to rush men to protect the jetsam. Contrary to expectations of the crew and marine underwriters, most of the $1 000 000 cargo of tea, rubber, sugar and copra, aboard the "Arakan," was saved. Early in the day on Sept. 1 it was decided to jettison the entire cargo and confine all efforts to saving the ship, in itself representing an investment of $1,000 000. Stevedores who were hurried to the stranded vessel from San Francisco threw overboard 700 tons of copra cake, the least valuable of the cargo. A portion of this is expected to be salvaged. Extreme difficulty was experienced by the wrecking ship "Homer" and smaller tugs in their attempts to get lines aboard the ship. A strong southeast gale enhanced the hazards, and troubles were overcome only at the cost of smashing a launch from the "Homer." The final and successful attempt to save the "Arakan" was made at high tide shortly before noon. The lines from the tugs tautened in one mighty effort, and, straining and trembling, the huge ship floated out into deeper water.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco. Phone Kearny 1830.—Adv.

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(Continued on Page 11)

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 8, 1920.

THE JOURNAL'S BIRTHDAY

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Has the JOURNAL been a success?

The answer to this question is best supplied by the records. Anyone sufficiently interested can go through the files of the JOURNAL and then make a mental comparison with publications issued avowedly as purely commercial ventures for individual profit.

The JOURNAL was never meant to be a commercial venture. Yet it has paid more handsome profits to the men who own it than the best paying periodical in all the world. It has paid dividends and brought returns far beyond the hopes and dreams of its founders.

Higher wages, shorter hours, better living and working conditions aboard ships, are just a few of the tangible returns. In a large measure they have been made possible through the general and systematic dissemination of useful knowledge among seamen. But the public, too, has had its education through the publication of plain facts regarding that poetic "life on the ocean wave" which has never been as pictured.

As the direct sequence of it all has come the remodeling of the American maritime law and the general elevation of the craft to a higher level.

In its thirty-three years of existence the [illegible] has [illegible] a single issue. Hard times or good times, the message of hope and cheer to the seafaring people has gone forth every week—fifty-two times a year.

Truly, it is a proud record, for as far as known the JOURNAL was the first newspaper published exclusively in behalf of those who live upon the waters, part of the globe. To-day fully a dozen publications in nearly as many maritime nations are devoted to the cause in which the American seamen's paper blazed the way. All are doing great work. And what is better still, right now there is more team work, more pulling together to advance the cause of those who earn their livelihood upon the waters, than at any time in the history of seamen's unionism.

Therefore, the JOURNAL deems this birthday a particularly happy one and looks forward into the ever uncertain future with perhaps greater confidence than has been voiced at any time in its long and eventful career.

THE DELEGATES' REPORT

The report of the delegates who represented the organized seamen of America at important conferences in Europe is published in this issue and speaks for itself.

It is not an easy task to present an editorial summary of the lengthy report because each point dealt with at the different conferences in Europe is more or less complicated and easily subject to misunderstanding unless exhaustively reviewed. An effort will be made to do this in succeeding issues of the JOURNAL.

The outstanding feature of the Genoa conference, held under the auspices of the League of Nations, is the "progressive" attitude toward some of the principal points in the much-maligned La Follette Seamen's Act. Poor old Captain Dollar, and others of that type, who have never been quite happy since that great charter of freedom was enacted now find themselves totally isolated. For several of the alleged "impossible theories" in the La Follette Act have been pronounced "O. K." in a conference composed of official representatives from the maritime nations of the world. Moreover, the seamen of America who had inspired all the commotion over the right to quit, etc., were not represented at all in that meeting. At least not "officially."

Even more gratifying is the subsequent unanimous endorsement of the American proposals submitted for consideration to the conference of the International Seafarers' Federation.

The organized merchant seamen of the world are now on record, formally, officially and, as stated, unanimously for these basic principles:

1. The repeal of all laws under which seamen are or may be arrested and imprisoned for violation of the shipping articles when a vessel is in a safe harbor.

2. The abrogation of all treaties under which seamen are arrested, detained and surrendered back to the vessel from which they have deserted.

3. To place seamen upon the same level with shipowners, i. e., to make the violation of a contract to labor a civil instead of a criminal offense; and

4. To at all times exempt the Seamen's clothes from attachment by the vessel or the master.

With both conferences on record upon these vital points—and on record in language that can scarcely be misunderstood, the seamen of America have scored a distinct and clear-cut victory. No one conversant with general conditions had expected such a decision so soon. But since it has been made a unanimous vote, so far as the seamen are concerned, there is every reason for all around congratulation.

It is to be regretted that the Genoa conference acted decidedly unprogressive on other important questions.

On the proposals to reduce the hours of labor, the meeting adopted a "recommendation" dealing only with the hours of labor in inland navigation to the effect that those nations which have not yet provided by legislation for an eight-hour day and a forty-eight hour week, should do so at the earliest opportunity. Dealing with the hours of labor at sea the meeting drafted, but failed to adopt a "draft convention" because the two-thirds majority necessary to adopt were not obtained.

Naturally this attitude of the conference has aroused a great deal of bitterness among the seamen of Europe who had expected much in this regard. Voicing this dissatisfaction, the official paper of the British Seamen's Union, speaking for some 125,000 merchant seamen, says in its current issue:

> There were present at the conference two Government delegates from Siam. We are not aware of the extent of the mercantile marine of that country, but we have an ill-defined impression that it is not much more important than that of Switzerland. Anyhow, there were no representatives present either of the shipowners or the seamen of Siam. Yet these two Siamese Government delegates voted solemnly and solidly with the British Government representatives all the way through. If Siam could have been eliminated from the conference there would have been two votes less against the forty-eight-hour week and we should have had the necessary two-thirds in favor instead of the fractional majority against.

The foregoing is merely a paragraph from considerable spicy comment on that subject. But it will suffice to show that Siam furnished the votes to shelf the forty-eight hour week for the world's merchant seamen.

On at least two other matters acted upon by the Genoa conference, there is cause for serious apprehension on the part of seamen. To be sure America is not a member of the League of Nations, and therefore free to act as it chooses. Nevertheless, there is ground for alarm. And this alarm was voiced by the Brussels Seafarers' Federation meeting through the unanimous adoption of a resolution protesting against the "draft convention" relating to employment agencies.

The other question acted upon at Genoa which is likely to prove very objectionable are the steps taken to pay unemployment benefit to seamen.

Andrew Furuseth, in particular, has expressed grave fears that the two last-named proposals instead of being helpful and advantageous to seamen, are likely to have the very opposite effect. Furuseth fears that men who know exactly what they are about have laid the ground work for new chains to be securely fastened to all merchant seamen when ashore. The chains in question will be the rules and regulations which are to govern seamen under the brand new beneficiary schemes launched at the Genoa conference under the League of Nations auspices.

That Furuseth's apprehensions in this respect are largely justified by events of the past, goes without saying.

Fortunately, the seamen of the world, in and out of the League of Nations are acting, and in a large measure, think-

ing together over these very problems. Therein lies the hope and, it may be said, the guarantee that nothing will be put over in inner councils of statesmen or politicians to take from the seamen one single right or advantage won through years of collective effort.

The seamen of the world are determined to move forward—not backward. This steady onward move will be made with the sanction of the League of Nations, if possible. But, if necessary, progress can, will, and must be made without such sanction. Yes, even in the face of opposition.

CALIFORNIA'S PROBLEM

It is a shame that California politicians continue to exploit the Japanese problem for the purpose of lining up the votes—for themselves.

Just as long as this is the case folks in other parts of America are skeptical. They want to be shown by others than mere politicians. And that is truly unfortunate for California, because the State has a real, serious problem on its hands.

Board of Health statistics recently published show that the total number of white births in California in 1919 was 51,316. Of births other than white there were 5,205, and of that number 4,458 were Japanese, and the balance, 747, divided among all the other races represented, Chinese, negroes, Indians, etc. That is to say, among the races other than white in California the Japanese are furnishing six times as many births as all the others combined!

In 1908, after adoption of the gentlemen's agreement, the Japanese births numbered 455. Their annual births have multiplied since then tenfold, and still steadily increase.

Does that furnish food for reflection to Americans who realize the danger from an overwhelming flood of a non-assimilable race, superior in economic competition?

The JOURNAL regrets to report the death of Mrs. Thomas A. Hanson, the wife of Comrade Hanson, Secretary-Treasurer of the International Seamen's Union of America. Mrs. Hanson died at the family home, in Chicago, on August 24, after a brief illness. She leaves behind a sorrowful husband and four disconsolate daughters. To all of these the JOURNAL, on behalf of the seamen of America, extends heartfelt sympathy—

To die is landing on some silent shore,
Where billows never break nor tempests roar,
Ere well we feel the friendly stroke 'tis o'er.

It is a genuine pleasure to note that candidate Harding is not on the fence as far as the La Follette Seamen's Act is concerned. In an Associated Press dispatch, dated September 1, the Republican candidate for a four-year berth in the White House is quoted as saying that he thinks "the La Follette Seamen's Act represents the conscience of America." Good enough, Mr. Harding. Both of the old political parties are in agreement upon that issue. So there is no need for further comment. All is well that ends well!

Organized labor too often commits the common error of neglecting its friends in order the more sedulously to cultivate its enemies.

THE TEST OF LABOR'S STRENGTH

Gems of Truth and Wisdom from the Pen of Walter Macarthur, Former Editor of The Journal

Walter Macarthur, United States Shipping Commissioner of San Francisco, and for many years editor of The Seamen's Journal, is the author of a splendid Labor Day sermon, published in "Organized Labor" of San Francisco, from which the following paragraphs have been selected:

The labor movement is the expression and embodiment of the human impulse toward a higher plane of life, a manifestation of that "intelligent discontent" which is said to be the mother of progress. Consequently, the labor movement registers in its history the force of the impulse to which it owes its existence, progressing or declining in proportion as that impulse is strong or weak.

Considering the world events of the past few years, we should expect to find the labor movement of to-day in a position of greater power and potency than ever before. Judging by external appearances alone, this is exactly what we do find.

The membership of the American Federation of Labor has increased threefold during the last ten years. During last year the increase of membership was 872,672, making a total of 4,078,740. These figures, of course, are exclusive of the large numbers of organized workers as yet unaffiliated with the Federation.

So far, then, as numerical strength may be taken as a criterion, the labor movement of to-day measures up to the needs of the times and to its responsibilities as a factor in the life of the Nation.

It goes without saying, however, that mere numbers do not imply a corresponding degree of strength. On the contrary, a great increase of numbers may involve an actual loss of strength, by weakening the bond that unites the whole membership. All depends upon circumstances.

A body composed of four million trade-unionists—that is, of men and women who are grounded in the principles of trade-unionism and who recognize the limitations as well as the powers of the trade-union—may be regarded as invulnerable. On the other hand, a body the members of which are held together by mere instinct—the gregarious instinct, so to speak—but who are lacking in true conception and clear understanding of the purposes and methods of the trade-union, is predestined to failure, and the larger the body the more certain and disastrous the failure.

During a period of normal growth in the labor movement the work of education keeps pace with the increase of members. The judgment and experience of the older members predominates over the enthusiasm of the novitiates. By a process of action and reaction a balance is maintained between the cautious and the venturesome, with the former ever in control.

As a result of the rapid growth of the labor movement during the past few years the balance between caution and enthusiasm has been disturbed. Some recently organized unions seem to be actuated by enthusiasm rather than by judgment, and even the oldest trade-unions are not immune from the spirit of unrest and adventure.

These manifestations of impatience and daring, of a willingness, if not determination, to unduly enlarge the activities of trade-unionism, to divert that institution to objects that lie beyond its proper sphere, constitute a menace to the stability of the labor movement.

The real strength of the labor movement consists in its devotion to certain clearly defined objects. The proof of its strength consists in its ability to adhere to these objects and to withstand pressure from within its own ranks designed to force it into the pursuit of other objects.

In some cases the test will be severe, but it can be met with absolute confidence in the outcome, provided the character of the trade-union be understood and accepted for what it is, instead of being misunderstood for something entirely different.

The trade-union, as a body of working men or women, united for the purpose of regulating the conditions of employment in the trade, is the strongest medium for such purpose. Such a body combines all the elements of cohesion, namely, common understanding of conditions, common agreement as to methods, and mutual confidence in the plan of action. Thus formed and conducted, the trade-union is capable of achieving material results.

To the extent that the activities of the labor movement shall be limited to reform in the conditions of labor, that movement will succeed in the future as in the past. To the extent that the labor movement shall be diverted to other objects, no matter how worthy or urgent in themselves, that movement will fail.

With a clear conception of the nature and functions of labor organization, and with unwavering fidelity to purpose, the labor movement may face the future with perfect confidence in its own stability. The rapid increase of membership that marks the present period of our history is to be welcomed, in the assurance that growth in numbers is accompanied by a proportionate growth of understanding and true comradeship in the common cause.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Sept. 7, 1920.
A synopsis of the meeting of the above date will be published in the next issue.

ED. ROSENBERG,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

Vancouver, B. C., Sept. 7, 1920.
Shipping very dull; prospects uncertain.

R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Sept. 7, 1920.
Shipping medium; prospects uncertain.

H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Sept. 7, 1920.
Shipping medium.

P. B. GILL, Agent.
84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Sept. 7, 1920.
Shipping medium; prospects uncertain.

CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Sept. 7, 1920.
Shipping medium; prospects fair.

JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Sept. 7, 1920.
Shipping fair; members scarce.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Aug. 23, 1920.
Shipping and prospects fair.

JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Aug. 26, 1920.
Shipping fair.

EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Aug. 19, 1920.
Shipping fair.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock. Room No. 203. P. O. Box 514. Phone Main 2233.

San Pedro Agency, Aug. 19, 1920.
No meeting. Scarcity of members.

JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

Work of outfitting the tug "Sea Monarch" will be completed within sixty days, according to J. D. De Brettiville of San Francisco.

Stanley Dollar of San Francisco has purchased the Monarch Lumber Mills, located on the Columbia River, for a figure in excess of $1,000,000, L. W. David, owner, announced at Portland, Or. The mills have a capacity of 250,000 feet a day.

The snagboat "Bear," now under construction at the Schulz yards in South City for the United States Engineering Reclamation Service for operation on the Sacramento and San Joaquin rivers, will be ready for her engine installation shortly, according to De Brettiville.

At high water in the morning of Sept. 2 the tug "Sea Scout," last of the four tugs building for the Red Stack Tug Boat Company, slid from the ways at the Frank Stone yards in Oakland. The vessel was towed to China Basin to have her engines and other equipment installed by the Main Iron Works.

Radio inspectors of the Department of Commerce, stationed at San Francisco, have been unable to locate the wireless operator who insisted on testing his apparatus while the steamship "Arakan" was trying to send out an S. O. S. call. The testing was heard at the Department's office in the Custom House, but there was no clew to the operator.

United States Lighthouse Inspector H. W. Rhodes arrived at San Pedro during the week and announced that Frank Vanderlip had tendered a deed for the land to be used for a lighthouse at Point Vicente. The price is said to have been nominal. This is the land over which there was an uproar when the owners, several years ago, asked what the Government declared was an exorbitant price.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

A TRAITOR TRAPPED

Excerpts from the Minutes of the Marine Cooks' and Stewards' Association of the Atlantic and Gulf Headquarters, 12 South Street, New York City, Aug. 4, 1920.

New Business—President stated that ex-member C. H. Thompson, who has been for some time engaged in an attempt to get control of this Union and its finances, has been caught with the goods. The following affidavits and a confession by Thompson after he saw he was trapped, will be self-explanatory:

State of New York,
County of New York—ss.

Irving Weiss, being duly sworn, deposes and says. That he resides at No. 262 South 4th Street, Borough of Brooklyn, City of New York; that on or about the 15th day of June, 1920, he was called on at his said home by one Constantine Hector Thompson, where the said Thompson made a proposition with deponent to help send Henry P. Griffin and W. L. Cartledge, the President and Secretary-Treasurer, respectively, of the Marine Cooks' and Stewards' Association of the Atlantic and Gulf, to jail in which event said Thompson would get control of the said Association and promised deponent a position in the Association besides a certain sum of money. After considering the matter deponent decided to inform said Griffin and Cartledge of the unscrupulous methods and unlawful acts of said Thompson to send them to jail. That after informing said Griffin and Cartledge of the methods of Thompson, they instructed me to keep in with said Thompson and give him rope enough and he would hang himself. On the thirty-first day of July last past and at my house said Thompson tried to induce some men to go to court and make a false accusation against said Griffin and Cartledge, of getting money from them for the job and giving them no receipt for the same and keeping the money for their own use. Deponent said this matter had gone far enough, and there being in the adjoining room a man from a Detective Agency and two officers of the Union who overheard the attempt of Thompson to get these men in the dining room to swear falsely against Griffin and Cartledge.

Deponent asked the officers of the Union if said Thompson should be arrested there and then and that said Thompson pleaded for mercy and said he would make a written statement confessing the whole plot and Mr. Donals took down his statement and Thompson signed the same.

IRVING WEISS.

Sworn to before me this 2nd day of August, 1920.

GUS P. MACIAS,
Notary Public,
New York County, No. 12.

City of New York,
County of Kings—ss.

Marty Fern, Benjamin Miller, Wm. Kalison, Michael Yoches, all being residents in the County of Kings, each for himself being duly sworn deposes and says, that all of them were in the premises at 262 South Fourth Street, in the residence of Irving Weiss, on the 31st day of July, 1920, when one Constantine Hector Thompson came into the said residence and in the presence of all of the above deponents offered each of them a sum of money to falsely swear that they had paid $5.00 to one Griffin, the President, and W. L. Cartledge, Secretary of the Marine Cooks' and Stewards' Association of the Atlantic and Gulf Coasts, in cash for the purpose of securing a job on a steamship and the said Constantine Hector Thompson asked all of the deponents herein to perjure themselves and swear out a warrant for the arrest of the two men, namely Henry P. Griffin and W. L. Cartledge, and if they, the said deponents will succeed in getting the said two officials arrested, he the said Constantine Hector Thompson, will pay to the said deponents to each of them the sum of money they may name.

Deponent saith for himself and says that they refused to accept any money from the said Constantine Hector Thompson on the ground that they knew the request by the said Thompson [illegible] deponents for making the affidavit for the purpose of getting the matter clear in the event that the said Constantine Hector Thompson would have obtained such illegal affidavit of somebody who was willing to perjure himself for the money received.

MARTY FERN,
343 Bedford Ave., Brooklyn.
[illegible]
148 So. 4th St., Brooklyn.
WILLIAM KALISON,
116 So. 1st St. Brooklyn.
[illegible]
217 So. 3d St., Brooklyn.

Sworn to before me this [illegible] day of August, 1920.

[illegible]
Notary Public,
Kings Co. 77.

State of New York,
County of New York—ss.

Ralph J. Donals, John J. Kelly and John J. Lamport, being duly and severally sworn, depose and say: That at the request of H. P. Griffin, President of the Marine Cooks' and Stewards' Association of the Atlantic and Gulf, they went to 262 South Fourth Street, Borough of Brooklyn, City of New York, the residence of Irving Weiss, to listen to a conversation that was to take place there. Weiss secreted deponents with one Morris in a bed room adjoining the dining room and the transom being open and the door slightly ajar deponents recognized Constantine Hector Thompson when he arrived in the dining room and notes were made of the following conversation:

On July 31, 1920, when said Thompson came into the room with six men and said Thompson said: "What I want you men to do. Did any of you men work around the first of the month? The men answered no. Then said Thompson said Mr. Griffin had expelled him from the Union, but the members are all willing to admit him but Mr. Griffin said to throw me out. Now in order for us to win we have got to prove that Griffin took graft from you men. Three of you men I want to swear that Griffin took money from you and to swear that on some date around the first of the month you three men went to Mr. Finnett's office and that you did not know how to go about it to get a job and you asked some of the men around there and they told you that you would have to go to No. 12 South Street and join the Union and I want you to say that when you went over there to the Union that Griffin and Cartledge were there and they took Five Dollars apiece from each of you men and when you asked for a receipt you were told by Griffin that when you make a trip and come back and pay the balance you would get the Union book, and then you men are to say that you could not get a job and were told you would have to hang around about two weeks. And when you went back to the Union office to get your money you were told to get out, that you would not get the money. If I get this sworn statement that Griffin took the money I will sue Griffin and then you men are to say that you met Mr. Thompson and were advised by him to go to court and get a summons for the one who took the money and get a warrant for Griffin and Cartledge.

You will not get money just now, but we are sure to win. I mean I have not got money now but we will get money if we win and you will be well taken care of."

At this point Weiss threw open the door saying this thing has gone far enough. Deponents then stepped into the dining room and Weiss asked Kelly and Lamport if said Thompson should not be arrested there and then.

Said Thompson pleaded for mercy and stated "that he would make a written confession" which he did and said confession was taken down in writing by Ralph J. Donals and was signed by said Thompson and three witnesses.

R. J. DONALS.
JOHN J. KELLY.
JNO. J. LAMPORT.

Sworn to before me this 2nd day of August, 1920.

GUS. P. MACIAS,
Notary Public, No. 12,
New York County.

July 31, 1920.

I, Mr. Charles Constantine Hector Thompson, hereby certify that the following statement is the truth, and hereon to that effect sign my name.

The statements I issued about the Marine Cooks' and Stewards' Association of the Atlantic and Gulf and the officials of this Association was untruthful and financed by a certain few individuals who led me to believe that I was to make a certain sum of money.

I hereby certify that the untruths were told about the purchase of a house and that all statements made by me detrimental to the Association and its officers was a false fabrication.

CONSTANTINE HECTOR THOMPSON.

I hereby sign my name.

Witness: Jno. Lamport,
Stenographer R. J. Donals,
Marty Fern.

We have two more affidavits of a similar kind at Headquarters.

Thompson was admitted to the meeting and apologized to the officers and members for his unworthy conduct, admitted that the facts as above were true and pleaded that he now knows that he was a tool and begged to be reinstated. He was asked to sign a written statement just the same as he was making verbally, but refused, saying that he was advised to sign nothing. There being a supreme quorum present, his request for re-admittance to the Union was put to the vote. The vote resulted as follows: None in favor of re-admittance to membership; 160 opposed.

Moved and seconded that the Executive Board be instructed to summons before a regular meeting, Thompson's colleagues. Carried unanimously.

Good and welfare was discussed by members and officers and on motion, meeting adjourned at 1:10 p. m. 225 members present at close.

Respectfully submitted.

W. L. CARTLEDGE,
Secretary-Treasurer.

The foregoing affidavits and declaration are faithfully reprinted from the minutes of the regular meeting of the Marine Cooks' and Stewards' Association of the Atlantic and Gulf, held at Headquarters, No. 12 South Street, New York, August 4, 1920.

The purport of the documents is obvious and their language self-explanatory. We therefore respectfully commend their text to the earnest perusal and sincere consideration of every Union seaman in the United States.

The aim and object of Thompson was obviously and unquestionably inspired by a lingering desire for revenge, and was the culmination of a low-lived plot, formulated in a diseased and treacherous mind, to expel, disgrace and imprison Mr. Harry P. Griffin, president and founder of the Marine Cooks' and Stewards' Association, on perjured testimony, and then get control of the Association and its resources for his own aggrandizement.

Back of all this commotion appear certain facts which may be cited to clear away some of the smoke thereby engendered.

"Thompson" of the many titles is a mysterious and unnaturalized alien, although he has resided in the United States for many years. The surname under which he navigates is also suspected as an alien.

He is likewise a cripple, wearing a leg the carpenter made. For this reason he always considers himself privileged to do and say things an able-bodied man with a complete set of original spars would not dare even to think of. The worst criminals always adopt the commonest names, and "Thompson" is one of those in English; and the most hopeless cripples are often the boldest malefactors because of their presumed immunity from man-handling.

"Judas" Thompson was for some time a member of the Marine Cooks' and Stewards' Association. Having thus wiggled himself into recognition as a bona fide member of an honorable and reputable division of the International Seamen's Union of America, he proceeded to use it forthwith as a foundation for the fulmination of his own diabolical scheme to destroy the organization by poisoning the minds of loyal but thoughtless members against their chosen leaders.

There has been a Judas Iscariot, a Brutus or a Benedict Arnold in every great movement among human kind, and there always will be until the end of time.

Old Iscariot was the prince and daddy of them all, but he at least had the decency, when the enormity of his offense had been revealed to him, to go out and hang himself.

Some of the other cowardly wretches

have waited for their swindled or deceived victims and comrades to rise up in righteous indignation and hang them. But this cowardly and depraved villain, after being detected and fully exposed, confesses his guilt and then, pleading penitence like a miserable craven, has the monumental nerve to ask for reinstatement in the organization he had sought to destroy, and at the hands of the very men he had sought to ruin.

We did not happen to be present at the meeting when the vote was taken on Thompson's reinstatement, but judging from the record, the members present must have had in mind the fable of the serpent which the kind-hearted farmer brought home to his fireside among his children on a cold night to let the poor thing warm itself.

Exit Thompson. Now what was his motive? What was the underlying impulse which inspired and animated him throughout all his devilish plots?

In his single confession Thompson alleges that he himself had been made the pliant tool of certain conspirators who had led him to believe that by carrying out their wishes he was to "make a certain sum of money."

The only confederate Thompson ever had in these mischievous proceedings were the devil and "Tom Pepper." The devil tempts all men, but an idle man tempts the devil. Thompson was weary of work and was fishing for suckers.

One day some time ago he went up to the hall of the Eastern and Gulf Sailors' Association, bringing with him a quantity of brass and tinsel jewelry—brass watches, copper rings, glass diamonds, fire-gilt chains, earrings, etc.—which he spread out in glittering array upon a reading table.

When a crowd had gathered around to discuss this fascinating cheap Jack layout, the wily imposter produced a simple pocket edition of a peculiar gambling outfit, probably of his own devilish contrivance, and inducted them into a new game of gambler keeps all.

Meanwhile a few observant old-timers, witnessing his designing scheme, promptly carried the tidings of his presence and doings into the office. Whereupon Comrade G. H. Brown, business agent, and a couple of husky delegates promptly bore down on Mr. Thompson and hustled him unceremoniously into the street, heaving his Jerry junk and paraphernalia after him.

Comrade Brown then wrote a letter to Comrade W. L. Cartledge, Secretary of the Marine Cooks' and Stewards' Association, informing him of what had occurred and reminding him that the hall of the Eastern and Gulf Sailors' Association was not a gambling resort.

Upon receiving Comrade Brown's letter Mr. Cartledge called Thompson into his private office, and after reading the letter to him demanded to know what he meant by attempting to make a gambling hell of the Sailors' Hall.

"Oh," exclaimed the cornered rat, "them damn Dutchmen up there are all grafters!"

That was a-plenty for the irate secretary and he promptly ejected the wily weasel with more force than piety, bum leg and all.

At the next meeting Mr. Cartledge preferred formal charges against Monsieur Thompson, and he was fined by the Union and ordered to apologize to the offended officers.

This he subsequently did and was reinstated with the result described.

JAMES H. WILLIAMS.

WEEKLY NEWS LETTER.

(Continued from Page 3)

genius of railroading. The oracles and wise men laughed at the trade unionist.

Rates were increased and now the public is told that the railroads will order new equipment sparingly and that every attention will be paid to repairing worn cars and locomotives, to scientific car loading and to speeding up the movement of freight cars that now average less than one hour a mile during the year.

Equipment will not be purchased, it is stated, because of foreign competition which increases prices.

The public is urged to be patient if service is not forthcoming as a result of a billion and a half rate raise.

In short, the railroads will return to "the genius of railroading."

Mexican Laborers

Agitation by Arizona trade unionists has resulted in improved working conditions for Mexican laborers employed in the Salt river valley cotton fields, following an investigation by a commission composed of State officials, Mexican officials and trade unionists. The commission sustains the organized workers by recommending that wages and working conditions of the Mexicans be improved.

The objectionable policy of the cotton growers was defended by special interests in this State, who saw in the wholesale importation of laborers an opportunity to crowd the cities with workers who would accept lower living standards.

Officers of the Arizona State Federation of Labor are now investigating the claim that frequent deportations are taking place. The Mexican workers charge that those being deported are invariably men who have taken an active part in organizing workers in the Salt river valley district.

"This condition," says the Arizona Labor Journal, "is creating an ugly spirit among the men and if not discontinued may result seriously.

"If the officers and members of the Arizona Cotton Growers' Association will get closer to their employes and treat them more like human beings than beasts of burden, they will soon find a more contented and better working force of men and the cotton industry will not be injured. Conferences and adjustments of the many grievances which have been ignored all along with a raise of wages, will accomplish all of this and more."

U. S. Needs Houses

Approximately 25,000,000 persons in this country are now living in temporary, crowded and sometimes unsanitary quarters, according to officials of the United States Housing Corporation.

"The nation is short more than 5,000,000 dwellings and apartments," said one official. "All hopes of improvement must be deferred until next spring. Building now has virtually stopped. It will take the country five years to catch up. The housing situation now is more acute than it was at the close of the war, when virtually all building had been halted for years."

Want Compensation Bill

The annual convention of the North Carolina State Federation of Labor instructed the legislative committee to prepare a new compensation bill. The present law has a "contributory negligence" clause, which permits employers to take many cases to the courts.

There were more than 400 delegates present and the convention was declared to be the most successful in the history of the North Carolina movement. President Moody and Secretary Worley were re-elected, and High Point was chosen as the next convention city.

Co-Ops. Prosper

The report of the Central States Wholesale Co-operative Society for the first six months of this year shows sales totaled $1,068,636.25. The co-ops. paid a 5 per cent. dividend or returned savings of $2,450 to the original plan Rochdale stores that traded with them.

During the last six months the society has bought its own building, which is also used for office headquarters. They have four floors, side tracks, etc., and are equipped to expand business to two or three million dollars a month, which is predicted within the next year.

The union label protects the trade union against attack by constituting the purchaser the real employer.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WORLD'S SEAMEN IN CONFERENCE

(Continued from Page 2.)

dress briefly reviewed the work of the Federation. He referred to the unsuccessful strikes in Holland and Denmark and analyzed the reasons for their failure. President Wilson replied to certain criticism of the Federation and its executive officers for alleged shortcomings in supporting the above mentioned strikes. This originated a discussion but in the end the President's address was adopted with scarcely a dissenting vote.

Secretary Damm's financial report together with a summary of the last Secretariat meeting, as well as certain recommendations to the convention were available in type-written form, as follows:

Report of Secretary Damm.

"To the convention of the International Seafarers' Federation:

"At the Secretariat meeting at Antwerp, January 23rd, it was decided that inquiry should be made into the position of the seamen's organizations in Holland. Consequently the President, myself and one of the members of the Secretariat, Mr. E. Cathery, General Secretary of the N. S. and F. U. of Great Britain and Ireland, proceeded to Rotterdam. The Officials of the Dutch Seamen's Union Eendracht, at once placed all their books at our disposal, but the officials of the other Unions were not quite as willing. We made very exhaustive inquiries and came to the conclusion that there was no reason why the Union Eendracht should not be affiliated, which they have done to the extent of 4,000 members.

"On February 14th, 1920, the agreement between the Dutch shipowners and seamen terminated, and the seamen together with the dockers came out on strike. Of this I notified all affiliated Unions in previous reports.

"Hardly had the Dutch seamen lost their strike, before the Cooks, Stewards, Sailors and Firemen in Denmark were led into a strike, which was doomed to fail before it ever started—first of all because the strike was illegal, the agreement entered into on June 1st, 1919, not having terminated, and secondly because there exists in Denmark a Trades Disputes Court, which, at any time can make it illegal to strike. The Owners availed themselves of this Court as soon as the seamen had declared their determination to obtain better conditions, and the Court imposed a fine on the three Unions of one million kroner, which was more than the funds held by the Unions. As soon as I got knowledge of this strike, I at once appealed to the different Unions for help for our Danish comrades, and from the International Seamen's Union of America, I obtained permission to send $500. The Belgian Seamen's Union granted 10,000 francs, and the N. S. and F. U. of Great Britain granted them £1,000. The Unions in Sweden and Norway have also made grants of large sums of money—I do not know how much, as the Unions in Sweden and Norway sent their contributions direct to Denmark and not through the Federation. But whatever money that would have been sent would have been of very little value as the Owners had been able to obtain all the necessary labor from Germany and from all parts of Denmark. blackleg organizations, called National Help Associations, had been started everywhere. up. The shipowners' clerical staffs together University men, and people of all classes went on board ships where navigating and engineering officers assisted them to carry out the work so that the export trade could be kept up. The shipowners clerical staffs together with all kinds of people loaded and discharged the ships and consequently the strike caused very little inconvenience. Had the leaders of the Unions in Denmark notified the Federation as soon as the strike broke out, there may have been some hope of stopping some of the ships manned by blacklegs from loading or discharging in foreign ports, but as three or four weeks had been allowed to pass before notifying us, nothing could be done in foreign countries. All this resulted in the men being compelled to return back to work without having gained anything, in fact much was lost, such as the three shifts on deck which was [illegible] further refused to negotiate with the men or to establish a new agreement. On receipt of a telegram from Denmark I proceeded there, and, together with Mr. Furuseth of the American Seamen's Union, had several conferences, first with the Union officials, and later with the Owners. And before I left Copenhagen, I was given to understand that negotiations would be started at once.

I have been away from Antwerp a lot during the seven months since the Secretariat Meeting. I have attended several meetings and deputations in England, visited Holland several times, both before and during the strike, and as you know at each conference was left at Genoa went to the conference called by the League of Nations. It may be said that the seamen did not obtain much of value at the last mentioned conference, but I am of the opinion that the conference helped all seamen to see the necessity of combining in a strong Seafarers' Federation. Inquiries have been received from Finland, Spain, Greece, Argentine, Cheko-Slovakia, Canada, and Japan, and although there are some leaders of Seamen's Unions who would advocate that the Seafarers' Federation should become part and parcel of the International Transport Workers' Federation, I have no hesitation in saying that the International Seafarers' Federation has a larger number of seamen now than were ever in the old Transport Workers' Federation. It has been stated by some of the leaders of the Transport Workers' Federation that they would not recognize the Seafarers' Federation. I trust a day may come when the two Federations may be able to dork in harmony for the benefit of their members, but I shall always maintain that seamen must be allowed to mind their own business. No workingman on shore is able to manage seamen's affairs.

"It has been suggested to me that in future a monthly report should be sent out to all Unions affiliated. I hope this suggestion will meet with the approval of all delegates and that the conference will provide for the necessary staff so that all information of importance can be sent out at once.

"Owing to my frequent absence from Antwerp and shortage of staff, it has been impossible for me to have the accounts ahdited by a chartered accountant. I am, therefore, only able to render to you a summary financial statement. Same will, however, be duly audited as soon as this conference is over and will be forwarded to you.

"Faithfully yours,

"C. DAMM.

"Brussels, August 9, 1920."

Secretary's Financial Report
For six months, ending December 31, 1919.

Income

	£. s. d.
Balance on hand last Acct	638- 4- 4.
United Kingdom Pilots' Assn	13-15- 0.
Belgian Seamen's Union	31- 0- 0.
Hull Seamen's Union	12- 0- 0.
Nat. Sailors' and Firemen's Union of Gt. Britain	541-13- 4.
Nat. Union of Cooks, Stewards, Gt. Britain	83- 6- 8.
Swedish Firemen's Union	12-10- 0.
Bergen Stewards' Union	2- 1- 8.
Swedish Stewards' Union	5-16- 8.
Sailors' Union, Denmark	25- 0- 0.
Firemen's Union, Denmark	16-13- 4.
Sailors' Union, Sweden	29- 3- 4.
Norwegian Sailors and Firemen's Union	46- 7- 4.
Inter. Seamen's Union of America	416-13- 4.
Danish Cooks and Stewards	9- 0- 0.
Gibraltar Officers and Seamen	6- 5- 0.
	1,889-10- 0.

Expenditure

	£. s. d.
Postage, Telegrams, Telephone	41-12- 7.
Printing, Stationery	288- 4- 0.
Passport Expenses	11-13- 6.
Fares, Secretary and family	134-12- 8.
Hotel Expenses	183-16- 0.
Moving Expenses, Secretary and family	64-18- 0.
Office Furniture	68- 5- 0.
Auditor's Fee (last account)	4- 4- 0.
Organizing Expenses with foreign ships, London	16- 0- 0.
Clerk's Salary	42-10- 0.
Office Rent	26- 0- 0.
Secretary's Salary, six months	250- 0- 0.
Loss on Exchange	39- 4- 3.
Balance in Bank	718-10- 0.
	1,889-10- 0.

Financial Report
For six months ending June 30, 1920.

Income

	£. s. d.
Balance on hand last Acct	718-10- 0.
United Kingdom Pilots' Assn	9- 3- 4.
Hull Seamen's Union	12- 0- 0.
Nat. Sailors' and Firemen's Union of Gt. Britain	541-13- 4.
Nat. Union of Cooks, Stewards, Gt. Britain	83- 6- 8.
Inter. Seamen's Union of America	416-13- 4.
Belgian Seamen's Union	52- 3- 4.
Seafarers' Fed., Italy	83- 6- 8.
Dutch Seamen's Union, Eendracht	50- 0- 0.
Swedish Seamen's Union	25- 0- 0.
Swedish Firemen's Union	20-16- 8.
Norwegian Sailors' and Firemen's Union	40- 0- 0.
Bergen Stewards' Union	2- 1- 8.
	2,054-15- 0.

Expenditure

	£. s. d.
Postage, Telegrams, Telephone	66- 6- 7.
Passport Expenses	7-18- 0.
Fares for Secretary	61- 8- 0.
Hotel Expenses	106- 0- 0.
Printing, Stationery	41- 9- 6.
Office Furniture	92-10- 0.
Meeting Expenses	1,105 16 7.
Rent	26- 0- 0.
Clerk's Salary	91- 0- 0.
Secretary's Salary, six months	250- 0- 0.
Loss on Exchange	74-11- 4.
Balance in Bank	131-15- 0.
	2,054-15- 0.

Outstanding

France, Seafarers' Federation, 2 half years	167- 0- 0.
Danish Firemen's Union, last half year	16-13- 4.
Danish Seamen's Union, last half year	25- 0- 0.
Danish Cooks and Stewards, last half year	9- 0- 0.
	217-13- 4.

Secretary Damm's report was adopted and the financial statement referred to the certified accountants and auditors who have regularly examined the financial affairs of the Federation.

Various affiliated organizations had submitted proposals for discussion in writing. These had been typewritten and copies of the entire agenda were before each delegate at the convention.

The Shorter Workday.

First on the list was the question of establishing an international eight-hour workday, or rather the 48-hour week, upon which the Genoa conference under the auspices of the League of Nations had failed to reach an agreement.

After a very lengthy debate the following resolution (introduced by the delegates from Belgium) was unanimously adopted:

"Resolved: That steps be taken immediately for an international agitation to force the various Governments to grant our demands by legislation; and an international campaign be started at once with the object of establishing internationally a 48-hour week at sea and a 44-hour week in port."

Immediately following the adoption of the foregoing resolution the delegates from France introduced a more detailed course of action upon the same subject. A rough translation of the French proposal follows:

"Whereas: The peace conference has adopted a working day of eight hours and a working week of forty-eight hours as an ideal to be attained, and

"Whereas: The labor conference held at Washington, D. C., under the auspices of the League of Nations, has declared that the principle of the eight-hour day and the forty-eight-hour week should be applied to the seamen of nations that are members of the League of Nations, and

"Whereas: This point of view has been contested by the shipowners at the Genoa conference, such shipowners maintaining that the seamen alone should be outside this social reform; therefore, be it

"Resolved: By the International Seafarers' Federation in convention assembled at Brussels, Belgium, that we adopt the Belgian resolution (quoted above) and decide:

"1. To name a delegation with the mandate to call upon the director of the International Labor Office and demand that he organize an arbitration between the shipowners and seamen;

"2. In case such arbitration should not take place the International Seafarers' Federation is to organize an international manifestation by declaring a strike of 48 hours in all ports;

"3. If, following this first movement, the shipowners and governments still remain obstinate a strike committee, selected by this conference, shall meet in order to fix the date of a strike without limitation and to make all arrangements necessary to carry the strike to a successful conclusion."

This resolution was adopted without opposition, except that the American delegates, having no authority to commit their Union to a general strike, refrained from voting.

Delegate Lundgren, representing the Swedish Firemen, thereupon introduced still another resolution on the establishment of the forty-eight-hour week, as follows:

"Resolved: That the President and Secretary of the International Seafarers' Federation notify all seafarers' organizations, who took part in the Genoa conference, of the decision arrived at here with a view of getting them to adopt the policy of the Federation so that shortly after the next Secretariat meeting the necessary steps can be taken to enforce our demands in such countries where the matter has not been settled by legislative enactments."

The Swedish resolution was also adopted and Secretary Damm, together with delegates Rivelli (France) and Chambers (Great Britain) were elected as the committee to call upon the director of the International Labor Office, as provided in the French resolution. It was also decided that the members of the Secretariat should constitute the strike committee if it should become necessary to resort to a general strike.

The American Proposals.

The American delegates had placed five points on the agenda. Four of these points dealt with well known and related subjects. To quote from the agenda:

"1. A request to the separate nations to

repeal all laws under which seamen are or may be arrested and imprisoned for violation of the shipping articles when a vessel is in a safe harbor.

"2. The abrogation of all treaties under which seamen are arrested, detained and surrendered back to the vessel from which they have deserted.

"3. That the seaman shall be placed upon the same level with the shipowner, i. e., that violation of a contract to labor shall be a civil in lieu of a criminal offense.

"4. That the seaman's clothes shall at all times be exempt from attachment by the vessel or the master."

These four points were considered jointly and adopted without a dissenting vote. By their adoption the merchant seamen of the world have formally and officially placed themselves on record for the basic principles contained in the American Seamen's Act. The seamen of Italy and Japan, who were unfortunately not represented at the Brussels conference, had already placed themselves on record for the American proposals at the Open Seafarers' Conference held during June, in Genoa, Italy. Thus the principal object of the American delegates' journey to Europe has been accomplished.

Transfer of Membership.

The fifth point placed on the agenda at the instance of the American delegates dealt with the interchange of membership cards between the different organizations affiliated with the Seafarers' Federation. After discussion it was agreed "that a member of any affiliated union joining a vessel of another nationaliy, oher than that of the union of which he is a member, he should be permitted to sail for three months, or one voyage if longer than three months, without being compelled to transfer. At the end of three months or at the end of the voyage, such member be requested to transfer, but without payment of entrance fee. All contributions due to be the property of the union to which he is ransferred.

The question of an international standard rate of wages was discussed at some length. Owing to the constant change in the rate of exchange between the different countries it has become exceedingly difficult to make true and correct comparisons between rates of wages paid in the various countries of Europe. Thus, if the wages of all the seafarers in Europe were placed on the same level today there would probably be a material difference tomorrow because of the ever-changing exchange value of each country's unit of money.

It was finally decided to refer the question of an international standard rate of wages to the Secretariat with the understanding that the highest rate paid in Europe be the standard rate.

"Draft Convention" on Employment.

On this subject Delegate Furuseth introduced the following resolution:

"**Whereas,** The 'draft convention' about employment of seamen prohibits employment of seamen except (a) through an office maintained jointly by shipowners and seamen with an independent chairman, or (b) through an office under the sole control of the nation's government; any violation to be punished for imprisonment; and

"**Whereas,** There is nothing to hinder the shipowners from establishing offices to find men for their vessels; and

"**Whereas,** This 'draft convention' is very dangerous to the seamen and their organizations because the latter will in all probability be classified as illegal employment agencies; therefore be it

"**Resolved,** That this conference of the International Seafarers' Federation protest against said 'draft convention' and pray that it be rejected by the separate nations."

The Furuseth resolution was adopted unanimously.

Opposition to War.

The delegates from France, Belgium and Holland introduced the following resolution:

"**Whereas,** The people and not the governments always have borne the brunt and burden of wars; and

"**Whereas,** The seamen, among the workers, are the most exposed to the perils of war; and

"**Whereas,** More than anyone else in the world, they hate armed conflicts and have the indomitable will to prevent in the future the recurrence of frightful human slaughter;

"And now, expressing its international solidarity with workingmen and confronted with the renewed threats of war now striking humanity, the International Congress of Seamen, meeting in Brussels, therefore declares, following the stand of the Congress of Miners, which met in Geneva, that a general strike shall be ordered in case of any new attempt to begin war; and further

"**Resolved,** To emphasize the importance of this declaration, to refuse immediately to allow the transportation of soldiers and of war ammunition to the countries at war with each other at the present time."

The resolution was adopted.

The question of admitting the newly organized German Seamen's Union to the International Seafarers' Federation was discussed and incidentally the entire situation in Germany, so far as the seamen are concerned, came up for review.

It was finally decided to reject the application for affiliation made by the new German Seamen's Union and instead urge the two unions to get together in one organization and then apply for affiliation with the International Seafarers' Federation.

Amendments to Constitution

Having in mind recent events in Europe, the conference amended the constitution of the Federation by the adoption of the following resolution:

"**Resolved,** That any organization affiliated with the Federation, which without consultation and agreement with the other affiliated organizations, begins a strike, shall have no claim to assistance from the Federation."

Since there was no end of trouble about credentials of delegates, the following was added to the constitution:

"**Resolved,** That no person or representative shall be seated with voice and vote in the meetings of the Federation unless he has credentials properly issued by his organization.

"No proxies shall be permitted."

The constitution was also changed as regards the number of men who compose the Secretariat (Executive Committee). Formerly each affiliated organization was entitled to one representative on the Secretariat. Under the amended constitution only one delegate from each country will be seated in the Secretariat. In a country where there is more than one Seamen's Union affiliated with the Seafarers' Federation the organizations concerned will have to agree upon a joint representative.

The question of affiliation with the International Transport Workers' Federation was discussed and it was finally agreed to refer that matter to the Secretariat.

The resolution favoring compulsory pilotage, as passed at the London conference a year ago, was reaffirmed.

A number of proposals from the Seamen's Union of Holland relating to accommodations aboard ship and the safety, health and comfort of the crew were approved.

President Havelock Wilson and Secretary-Treasurer Chris. Damm were unanimously re-elected to their respective offices.

Geneva, Switzerland, was elected as the next convention city—to take place in August, 1922. The reason Geneva was selected is because there is the headquarters of the International Labor Office, organized under the terms of peace treaty and the League of Nations.

Upon adjournment of the Brussels conference your delegates returned to America without delay. While waiting for the sailing date of the "Olympic," which brought us back to New York, we were taken to the magnificent Convalescent Home for Seamen recently opened at Limpsfield under the auspices of the National Sailors' and Firemen's Union of Great Britain and Ireland. For the opportunity of inspecting this splendid, living and serviceable monument to merchant seamen, and for many other courtesies and acts of kindness, we are greatly indebted to the executive officers of the British Seamen's Union.

In concluding, we desire to express our appreciation for the great honor conferred upon us in being chosen to officially represent the organized seamen of America at these international conferences of merchant seamen.

The unanimous endorsement finally given by the regularly elected representatives of the world's merchant seamen to the American seamen's proposals, as set forth in this report, will without doubt hasten the coming of the day when the great fundamental principles of the La Follette Seamen's Act will be written in the codes of every maritime nation on earth.

Fraternally,
ANDREW FURUSETH,
OSCAR CARLSON,
PAUL SCHARRENBERG.

Dated, New York, August 25, 1920.

SUB-CONSCIOUS

It is often interesting to see how professional high authority explains ordinary human acts. For instance, Prof. Gilbert Murray of Oxford, addressing a London audience, said that he took the use of bad language to be due to a slight nervous convulsion, momentarily destroying self-control and releasing sub-conscious interests which are normally suppressed.

According to the Federal Bureau of Education, high schools of this country will be short 20,000 teachers when the fall term opens. Salaries below the bread line is the cause. Organization will be the remedy.

International Seamen's Union of America

(Continued from Page 5)

LAKE DISTRICT

SAILORS' UNION OF THE GREAT LAKES

Headquarters:

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PATRICK O'BRIEN, Secretary
THOS. A. HANSON, Treasurer
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MARINE FIREMEN, OILERS, WATERTENDERS AND COAL PASSERS' UNION OF THE GREAT LAKES

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TACOMA, Wash.....2016 N. Thirtieth Street
SEATTLE, Wash.....84 Seneca St., P. O. Box 65
ABERDEEN, Wash.....P. O. Box 280
PORTLAND, Ore.....88½ Third Street
SAN PEDRO, Cal.....P. O. Box 67
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MARINE FIREMEN, OILERS AND WATERTENDERS' UNION OF THE PACIFIC

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PORTLAND, Ore.....242 Flanders Street
SAN PEDRO, Cal.....613 Beacon St., P. O. Box 574

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P. O. Box 214

SAN PEDRO, Cal.....P. O. Box 54

ALASKA FISHERMEN'S UNION

Headquarters:

SAN FRANCISCO, Cal.....49 Clay Street

Agencies:

SEATTLE, Wash.....84 Seneca St., P. O. Box 42
ASTORIA, Ore.....P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC

Headquarters:

SEATTLE, Wash.....84 Seneca Street

Branches:

SAN FRANCISCO, Cal.....49 Clay Street
VANCOUVER (B. C.), Canada.....437 Gore Avenue
PRINCE RUPERT (B. C.), Canada.....P. O. Box 1675
KETCHIKAN, Alaska.....P. O. Box 201
PETERSBURG .....Alaska
UNGA .....Alaska

UNITED FISHERMEN OF THE PACIFIC

ASTORIA, Ore.....P. O. Box 138

FERRYBOATMEN'S UNION

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STOCKTON, Cal.....F. E. McFARLANE, Agent
46 West Main Street

B. C. COAST STEWARDS

FRED WALSH, Secretary
VANCOUVER, B. C.....347 Pender Street W.

Labor News

The Oregon conciliation board, acting as arbitrators, have reaffirmed a wage award that employing barbers asked them to review. The award raises rates to $28 a week. Where journeymen's receipts are in excess of $40 a week they shall be paid 60 per cent. of same.

Profits of United States Rubber Company for the first six months of this year were $2,559,690 larger than during the same period in 1919. Net sales were $129,588,986 in the last six months, an increase of more than $30,000,000 over the corresponding period last year.

Higher wages and improved working conditions for members of the International Printing Pressmen and Assistants' Union are reported by officers of that organization. These gains are not localized, but extend to every section of this country and Canada.

Warning to all members of organized labor, and all citizens generally, to register according to local laws is being sent broadcast by the executive committee of the A. F. of L. national non-partisan political campaign committee. It is urged that all voters at once ascertain the registration requirements in their districts or States and comply fully in order that all may be qualified to vote.

Census of the least populous county in the country, Cochrane, Tex., was announced recently. It has just 67 people, two more than enumerated ten years ago, making its growth more than 3 per cent. Cook county, Ill., including Chicago, probably is the most populous county. Its population is expected to exceed 3,000,000. Cochrane has an area of 869 square miles, with one person to approximately every thirteen square miles. The county is located in northwestern Texas. It is unorganized and has not even a postoffice.

The Michigan Workmen's Payment Act of 1913 has been declared unconstitutional by the State Supreme Court. The act required certain corporations to make final settlement with every discharged employe on or before the next regular pay day following his discharge or pay to the employe an amount equal to his original wages with an additional 10 per cent. for each day's wages after the regular pay day. In reversing a lower court the Supreme Court said the law is "class legislation of the most objectionable kind" because it only applies to certain corporations. The penalty clause, the court avers, is "confiscatory and unreasonable."

Reorganization of the Immigration Bureau was ordered by Assistant Secretary Post of the Labor Department, following an investigation said to have disclosed conditions indicating "utter disorganization" of the service. The shake-up, it was said at the Department, included not only the office of Commissioner General Cammetti, but also the coastal stations and the field service. Labor Department officials said the conditions which led to the investigation were of long standing. The situation was called to the attention of Cabinet by Secretary Wilson and the solicitor of the Labor Department, before whom had been presented instances which they believed proved the disorganized state of the immigration service.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
Andersen, E. A. -1410
Andersen, J. F.
Andersen, C. D. -1131
Baskes, Jack
Anderson, Karl A.
Anderson, Gus
Anderson, K. P.
Anderson, H.
Anderson. Jack
Back, Soren
Baumgartel, A.
Backstrom, C.
Barentes, Joe
Ballah, Lee
Berg, H. J.
Bergiund, Iver
Barrington, P.
Berger, Aug.
Belmont, Joe
Bergkvist, Axel
Bergesen, Birger
Carlson, M. -906
Carr, A.
Campbell, John R.
Christensen, E. O. H.
Danielsen, O. E.
Degerstedt, Karl
Devich, Joseph
Donovan, J. J.
Donnelly, R. A.
Edin, Gust
Engberg, O. L.
Engvall, J. A.
Felsch, Chas.
Fernandez, Elisio
Fex, Andrew
Framnes, Ivar
Gabrielsen, Peder
Gaughan, Tom
Gran, Aksel
Gravander, Nils
Greighan, P.
Hansen, S. P. -2794
Hansen, Nels -2072
Hansen, Ed.
Hansen, Edgar
Hansen, Oscar
Harms, E. E.
Haltnes, M.
Hansen, Frank
Jonas, H. A.
Johnson, Jack
Johanson, C.
Johnson, Clarence A.
Jacobs, Fulton
Johnson, E. E.
Johnson, J.
Johnson, Harry
Kallo, K.
Karlson, Ingvald
Karlson, G. A. -1190
Karlson, Louis
Kaskinan, Alluri
Kallinan, Frank
K. N., -1013
Kempsen, M.
Kearney, Hugh
Kerton, Lester
Lampe, Fred
Larsen, Lars
Lambert, E. A.
Larsen, Herman
Lauritsen, Ludvig
Langman, Wm.
Leason, J. A.
Liiquest, Rudolf
Martinsen, Ingvald
Mattson, Hilding
Maline, Stanley
McLean, Angus
McVicar, P.
Meyer, Frank
Mickelson, Harry
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McPherson, R.
McDonald, J.
Nelsen, Anton
Nelsen, H. -1460
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Nellson, O.
Oberg, J.
Ohm, Henrich
Olsen, Fred A.
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Olsen, E. O.
Olsen, Oscar
Olsen, Nick
Petersen, Harry
Pedersen, K. M.
Pettersen, Eric
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Petersen, Bjarne
Peterson, Oscar
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Richardson, E. C.
Rod, S.
Rubr, Hans
Sale, John
Saund, Frank
Salvesen, T.
Samuelsen, H. N
Schurr, Harm
Schelenz, C.
Scott, W. N.
Stekman, A.
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Anderson, Chris
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Bendixon, Hans
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Bingham, Dexter
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Boyle, Andrew
Bretsen, Jos.
Brown, H.
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Braun, T.
Bunden, L. W.
Chekan, W.
Clifford, H. W.
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Hape, Hans
Hoopes, Bill
Hahnqvist, E. J.
Johnson, Gatterd
Johnson, Chris
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Jensen, V. J.
Jorgensen, Adrian
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Lindholm, A.
Lindstrom, Geo.
Lilburger, Wm.
Linne, Theodore
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Miller, S.
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Runsten, Arthur
Rylander, R.
Rysock, M van
Smith, C. J
Smeland, John
Sommerfeld, P. L.
Sohnn, M.
Sorens, S
Sobel, R
Steendoch, J
Strand, C.
Stuhr, H. M.
Svenson, Thure
Sverdrup, Walter
Sjoberg, G.
Slandart, M.
Taice, John
Tangvalt, G. J.
Thornquist, A.
Unwen, Harry
Verst, C. A.
Ward, Fred
Watson, L.
Wall, W.
Whete, R. E.
Williams, L. A.
Wilhelmsen, S. J.
Symons, W. A.
Thorn, Arvid
Thor, L.
Thorpe, J. W.
Vilen, I.
Vaher, C.
Wilhelmsen, S.
Wilson, C.
Wright, H.
White, R. E.
Ylonen, S.
Yorkvelt, A.

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Anderson, John (registered)
Anderson, E. F. (registered)
Anderson, James
Anderson, Andrew
Brandt, H.
Berke, C.
Barton, M.
Brun, Mattias
Bedford, A.
Bradsbery, Geo.
Carlson, Oscar
Forsman, Niels
Hansen, Johan G.
Hansen, H. O.
Hanson, Halvor
Halvorsen, Halvor
Halvorsen, Hans
Janson, John
Johanesen, Alf.
Johnson, Karl
Johannesen, Jonas
Johanson, Emil
Jorgensen, Jack
Kepper, Henry
Kinnunnen, Ant.
Olsen, Alf
Petersen, Hans
Roneld, P.
Randmets, Mike
Risenius, Sven
Saro, W. R.
Smith, Carl Johan
Toren, Gustaf
Tourela, Erick
Vejvorda, Frank
Wattel, P.

SAN FRANCISCO
Alaska Fishermen's Letter List

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Anderson, Hilding
A. L. N.
Bakinen, John
Bjorseth, Konrad
Carlson, Gust
de Blom, A.
Ericson, Rob
Erickson, John
Groth, J.
Hansen, Emanuel
Hansen, Anton
Hakanson, Ingvar
Isakson, Erick
Jacobsen, Jack
Johansen, F. C.
Johansen, Karl W.
Johnson, John
Karlson, George
Kjerdalen, Ole
Kristoffersen, H. O.
Leskinen, Fred
Levele, Ed.
Lindeberg, Ernest
Lauren, William
Lund, Frank
McNeill, Daniel
Ross
Moxnes, Chris.
Mikelsen, P.
Newton, A. B.
Olofson, Charles
Osterman, John
Olsen, Thom
Olsen, John
Ome, Tobias
Olsen, George
Peterson, Frank
Rasmussen, Peter
Skovba, Nils
Shivers, Witt.
Svenson, August
Schultz, Walter
Tennison, Peter
Wamsa, August
Peter
Registered Letters
Cranzzi, Rosolino
Meyer, Hans
Mittenmeyer, J.
Rasmussen, P.
Smith, R.

INFORMATION WANTED.

Any one knowing the whereabouts of John B. Isaacs will please notify Chas. F. Bullock, Marine Cooks' and Stewards' Association, 321 Twentieth street, Galveston, Texas. Matter of great importance. 3-31-20

Members of the crew of the S. S. "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members, and the respective amounts due thereon is as follows:

Amudsen, R.	$22.50
Eugene, John	22.50
Makinen, K.	22.50
Mattson, Geo. J.	22.50
Rehnstrom, A.	26.25
Sjoholm, J. W.	22.50

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Rudolf Knutsson is anxious to ascertain the whereabouts of his brother, J. Harvid Knutsson, a native of Trellerborg, Sweden, age 20, last heard from in New York in April, 1918. Please address his brother, care Sailors' Union of the Pacific, 59 Clay street, San Francisco, Calif. 1-7-20

Albert Nord, a native of Sweden, is inquired for by his brother, David Nord, General Postoffice, Brisbane, Australia. 5-19-20

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INFORMATION WANTED

Any one knowing the whereabouts of Karl Reese, age 30, last heard of in Iquique, Chile, October, 1916, bark Herbert," will please notify George Zimera, Sailors' Union, P. O. Box 65, Seattle, Wash. 1-21-20

Tacoma Letter List.

Dominguez, Joseph
Cronlund, Oscar
Johnson, John
Kuhlmann, Emil
Mattson, Walter
Melgall, Mikel
Person, Fritz.
Leonard
Rahlhard, H
Reilly, Ralph
Rydelius, Rolp
Shumko, Nick
Smith, John
Smith, Carl Johan
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Swanson, H. -1216
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Anderson, J. A.
Anderson, Ed.
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Austin, Ed.
Amundsen, Ben
Alakaihn, Moses
Allen, I. J.
Alsic, Karl
Bach, Soren
Backman, Peter
Bieler, Ben
Blake, Frank
Bohm, Gust
Bohm, Franz
Carmelie, Guiseppe
Custer, Kenneth R.
Danilson, Albin
Darlington, Wm.
Davison, Jim
Diez, H.
Dooly, Frank E.
Douglas, Joseph
Durett, J. E.
Erickson, J.
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Ellegard, M.
Engler, S. H.
Enberg, Einar
Fogelberry, Harry
Forsberg, Swen S.
Fugman, Arthur
Gilkison, A. F.
Golden, Roy L.
Graff, John D.
Gronbeck, H.
Gruber, J.
Halley, W.
Hanson, August
Hanson, Oskar W.
Hardie, Wallace
Hogstrom, Karl I.
Hoiland, E. A.
Heino, Gust
Henrikson, Geo.
Huber, Charles S.
Hurley, Michael
Irmey, Feodor
Jacobs, Fulton
Jernberg, Alfred
Jespersen, Martin
Johnson, Emil
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Kennedy, B. L.
Kjellberg, A. C.
Klaver, R.
Krause, Frank
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Laine, A. A
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Lindner, John P.
Lovell, G.
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Malech, Frank E.
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McCroskey, Ray A.
McGregor, Thos.
McLeod, Angus
McLean, M. R.
Mikkelsen, Harry
Moyer, Geo. E.
Neilsen, H. J.
Nelson, Nels
Nelsson, C.
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Nilsen, Christ
Norberg, John E.
Olsen, Michael
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Pederson, Geo.
Peterson, Mauritz
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Pehte, Frank L.
Preston, E.
Pyne, J. W.
Raanes, Johan
Rader, Allen
Rautio, Jack
Reiman, Tovo H.
Rier, Earl W.
Robertson, E. J.
Robles, Frank
Ross, Geo.
Saine, Arthur A.
Salonen, Victor
Salin, Toivo H.
Sandvik, S. G.
Scott, M.
Shalin, Nils
Sibley, M.
Sinclair, P.
Smith, Carl J.
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Spencer, Tom
Stout, R. E.
Sutse, Michel
Svansson, Ernest
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Braden, W. A.
Beschorner, Robert
Brown, Irving W.
Bye, Kristian
Burge, Larence
Cage, Tom
Carlsson, Chas.
Carlera, Peter
Carr, R. W.
Craig, Thomas
Cowan, Wm. L.
Church, C. E.
Davis, Orville
Daw, Walter
Deaver Alvin
Desmond,, Albin
Doty, Erwin
Daunt, C.
Dreger, Jack
Dragich, Peter
Drennan, W. N.
Eliasen, John
Ek, William
England, Thomas
Evans, Wilbert
Evensen, Alex
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Feeder, Geo.
Fickle Omer
Fottinger, Karl A.
Folvik, Ludvig
Forde, Alfred
Frair, Enoch
Freiberg, P.
Franzell, A. H.
Freitag, F.
Gayton, H. L.
Grasseen, Ike
Gronthal, Arthur
Golden, Roy
Gunnerud, Ulrik
Hansen, Olaf
Hellsten, G.
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Hurley, Michael
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Jonassen, Johannes
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Kelty, Peter
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Klieman, Otto
Klementsen, Alf
Kootz, Fred
Knudsen, Andrew
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Lucander, Hjalmar
Maahs, Willy
Magnussen, John
Martinson, J. -1147
Mato, Alexander
McNeill, John
McGhee, E. J
McRae, Jack

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Mize, J. H.
Mehrtens, Carl
Moor, Peter
Monson, Edvin
Moritz, W.
Murphy, Francis J.
Nauta, H.
Nankinen, Fred
Nelson, Ernest
Nelson, Charlie
Nelson, Gus
Nilsson, Edward
Ogren, Victor E.
Olofsen, O. A.
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Olsson, Otto
Pett, Dick
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Robertson, E.
Robinson, Fred C.
Rod, Halfdan
Rossdam, Harry
Rohman, Pete
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Sahlberg, Rudolf
Sanders, Chas.
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Saxby, Charles
Sandstrom, O. H.
Salin, Henry
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Scalparry, Jacob
Schaumberg, W.
Scottol, Andrew
Scrivers, W.
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Soder, Paul
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Steen, Ivar
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Strom, Oscar
Stenberg, Alfred
Sterndock, John
Steffensen, Hans
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Swanson, Eric K.
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Nahinen, Fred
Roberson, Ole
Erickson, E. R.
Nanhinen, Fred.
Peters, J. M.
Pinnington, H. D.
Young, William
Zoerb, Walter

INFORMATION WANTED

The Centrale Bond Van Transportarbeiders have placed in my hands claim of the father and mother of L. Verhoef, seaman who met his death on the S. S. "Balosaro" April 29, 1920. An old spring line broke, curled around Verhoef's left leg and yanked him on to the winch while he was operating it. Before it could be stopped his leg was taken off. He died two hours later at the hospital. Will members of the crew please report here promptly. The master has made an entry in the log book to the effect that the deceased met with his death through intoxication, which statement we believe to be utterly false. I am acting for the dependent relatives. It is the duty of seamen to tell the truth Your dependents may be in the same position some day.—S. B. Axtell.

8-25-20

Home News

Captain W. W. Gilmer, naval Governor of Guam, who recently issued an order making whistling on the island punishable by a $5 fine, has been relieved and Captain John C. Wettengel appointed. Secretary Daniels said the whistling order had no bearing on the action taken.

"The famine price of white paper" has forced the American Red Cross to discontinue publication of the Red Cross Magazine. "Further publication would involve either considerable increase in the subscription price or a subsidy from the general funds of the society, which deems either course inexpedient." The October number will be the last.

A sharp drop in wool consumption, amounting to approximate 17,000,000 pounds in June, as compared with the average consumption for the preceding months of this year, was announced by the Department of Agriculture's bureau of markets. The drop was due, the bureau said, to the curtailment of operations in the textile manufacturing industry, resulting from lack of orders, cancellations and deferred shipments.

The Bureau of Vital Statistics has announced the death at Big Laurel, Madison County, N. C., of Miss Dorcas Griffin, aged 117. She was born on March 20, 1803, according to the family Bible record.

A nation-wide drive to round up draft deserters will be inaugurated by the War Department within the next few weeks with the publication of a slacker list containing, according to the present records, 173,911 names.

More than 5000 immigrants are arriving daily at Ellis Island, the Department of Labor announced. Despite unfavorable conditions, approximately 800,000 immigrants arrived during the twelve months ended June 30, as compared with 141,132 during the corresponding period the year before, and the record of 1,285,389 in 1907. Foreign steamships have reported all available accommodations for a year in advance have been booked.

Development work is being pushed steadily on at the Wilshire gold mine, Bishop, Cal., with the purpose of furnishing the mill a steady supply of ore at the rate of 150 tons a day by October 1. At present sixty men are employed. Ore development is reported by President Gaylord Wilshire to continue favorable. with a continuous ore body on second level, 420 feet long by 15 feet wide, with ore in both faces. Gold values average about $11 to the ton.

Wholesale prices of commodities declined approximately 2½ per cent. during July, according to a report by the Department of Labor. The decrease in clothing and clothing materials was the most notable shown in the department list of index numbers, amounting to 5½ per cent., while foodstuffs declined 4 per cent. and farm products 2.9 per cent. At this point, the department reported, prices were still above levels of July, 1919, food articles having increased during the year 24.1 per cent., clothes and clothing 12.4 per cent. and fuel and lighting 47.4 per cent. Fuel and lighting materials increased by 2 1-3 per cent. during July, 1920, making their current level the more disproportionate to other commodities.

Domestic and Naval

Japanese ship owners told the United States Shipping Board representative in a conference at Kobe that the Japanese would accept the proposal to raise freight rates to the American level.

The American four-masted schooner "Mary E. Palmer" is reported in a dispatch from Casa Blanca, Marocco, to have run aground on the African coast. All members of the crew are said to be safe. The "Mary E. Palmer" sailed from Galveston May 26 for Tunis. The vessel is of 1377 tons.

The following ocean-going vessels entered the port of Montevideo during May, according to the port statistics: British, 90; Italian, 25; American, 18; Norwegian, 14; French, 13; Brazilian, 12; Spanish, 7; Japanese, 5; Dutch, 4; German, 4; Uruguayan, 3; Belgian, 3; all others, 27. This made a total of 225 vessels for this port, excluding river boats plying between Montevideo and adjacent cities.

Agitation for a line of French steam packets connecting South Africa with Marseille and other European ports is making great headway, according to a dispatch from the "Cape Argus," South Africa. M. Jore, French consul to South Africa, strongly advocates such a scheme, and states that it would open up commerce with the rich unexploited regions of Africa to such an extent that Marseille could undoubtedly regain the mercantile supremacy it lost to Hamburg through the aggressive German merchant marine system.

During the first five months of 1920 there were entered at the port of Nantes 329 vessels engaged in the foreign trade, of which 15 were sailing vessels and 314 steamers. Of the 15 sailing vessels, 12 were of French nationality, 2 Norwegian and 1 American. Of the 314 steamers, 85 were French, 84 British, 65 Norwegian, 14 interallied, 12 Danish, 9 Greek, 8 Belgian, 7 American, 7 Swedish, 6 Dutch, 4 Spanish, 5 Brazilian, 3 Rumanian, 3 Russian, 1 Chilean and 1 Japanese. The 329 vessels entered discharged at Nantes 731,473 tons of cargo, of which 198,734 tons were brought in British vessels, 190,290 tons in French vessels, 142,606 tons in Norwegian, 29,673 tons in Brazilian, 28,676 tons in Danish, 27,914 tons in Greek, 27,738 tons in interallied and 16,939 tons in American vessels.

Recommendations have been made to the Government by a specially appointed commission relative to improving the harbor and docks at Kingston, Jamaica. The proposed improvements would include dredging a channel 500 feet wide to depth of 40 feet below mean of ordinary spring tides, suitably buoyed from the existing ship channel near Fort Augusta to Pier No. 1; lengthening Pier No. 1 by 300 feet and widening the west side to give access for locomotives and railway wagons to the new pier head and driving steel sheet piling alongside the pier to permit dredging; and erecting a new transit shed. It is estimated that this work will cost $630,000, divided as follows: New channel, $110,000; lengthening Pier No. 1, $140,000; widening Pier No. 1 and putting down sheet piling, $60,000; new transit shed, [illegible]

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JUNE 30, 1920

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Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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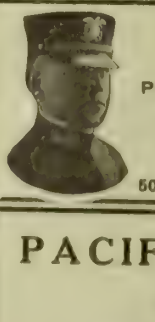

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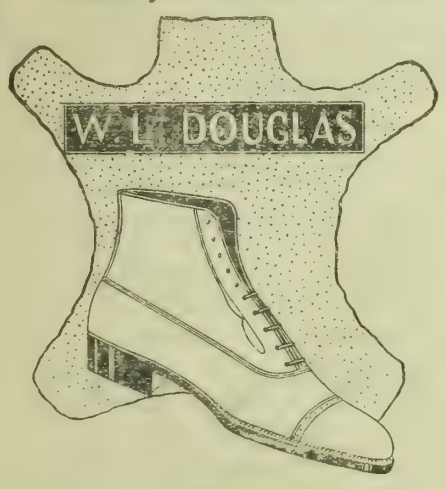

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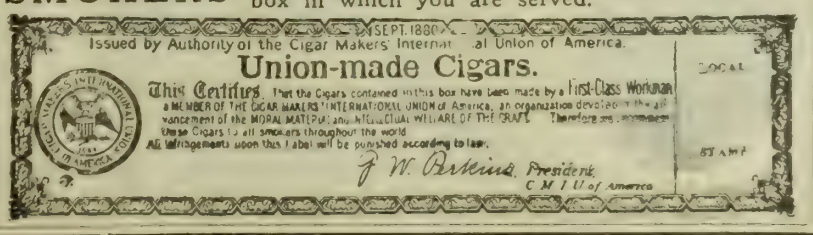

News from Abroad

A dispatch from San Jose, Costa Rica, says Congress has passed a law giving the right of suffrage to all citizens, including women.

The Chilean Government has bought the battle-ship "Canada" and four light cruisers from the British Government, and it is rumored that six British destroyers of the 900-ton type are to be purchased.

All leading Moslem religious authorities in Anatolia have approved a proclamation, dated August 3, which has been sent broadcast in Anatolia, declaring the principles of bolshevism are identical with Islamism, because "based on democracy." It calls on all good Moslems to accept the tenets of bolshevism.

A large number of the Royal Irish Constabulary at Dublin informed the commandant that they were unwilling to be used to suppress political opinion, says the Dublin correspondent of the Central News. They took off their uniforms and left the depot in civilian clothing.

Recall by the Japanese Government of all Japanese who have emigrated to the United States has been suggested by prominent citizens of Tokio as a means of solving the Japanese problem in America, says a Tokio cablegram to Nippu Jiji, vernacular newspaper in Honolulu. The cablegram adds that the Tokio press is supporting the proposal.

Representatives of all shipping lines operating out of Japanese ports, in conference at Yokohama, have decided that the standard freight rate for ocean traffic will be 20 per cent. higher than at present. R. O. Baker, representing the United States Shipping Board, proposed a fifty per cent. increase, but Japanese delegates refused to agree.

The Japanese military authorities at Nikolaevsk, on the left bank of the Amur river, in Asiatic Russia, have issued an announcement that all Russian fisheries in the estuary of the Amur have been taken under Japanese control, according to a Vladivostok dispatch to the Russian News Agency. Russians desiring to lease fisheries must comply with Japanese demands, it is added.

Polish emigrants for America to the number of 750 have been stopped by the Danzig authorities on the Polish frontier on the pretense that many of them were of military age and might be used in the warfare against the Bolsheviki, says a Berlin dispatch to the London Times. Two hundred of the party are children under 10, and there are many women in the group. The Berlin dispatch says there is much suffering among them.

Newspapers of Petrograd publish a speech by Nikolai Lenine, Soviet Premier, in which he expressed an uncompromising policy toward foreign countries, say advices. He declared Russia must continue to foment revolution in all countries until she achieves her aim, an international "proletarian Soviet republic." Asia and the East are the chief present hope, Lenine continued, and it is there Russia must show her strength. He declared that in England the worst foe was the opportunist aristocratic working class, and Soviet Russia's aim should be to strengthen the communist minority against this class.

With the Wits

"They say now that there must be a law passed for the arrest of parlor Bolshevists."

"Who's to do the arresting—the kitchen police?"—Wichita Eagle.

Sid Doun—Why are silk shirts a luxury?

Stan Dupp—Because you pay $10 for them and your coat and vest cover all but a nickle's worth.—California Pelican.

"Who's the Congressman who looks so important?"

"He's an obstructionist who makes a point of order on anything that looks like progress."—Detroit Free Press.

"You say he's an old-fashioned citizen?"

"Yes."

"In what respect?"

"He still thinks the Constitution of the United States is sacred."—Birmingham Age-Herald.

"The doctor has prescribed physical exercise for Reggie." "My word, old top! Has he joined a gym?" "No; he discharged his valet, and is learning to dress himself."—Manchester Guardian.

Mrs. Henpeck—If you marry Dick you need never expect me to come to see you.

Daughter—Just say that into the gramophone, won't you, please?

Mrs. Henpeck—What for?

Daughter—I want to give the record to Dick as a wedding present.—Tit-Bits.

Auntie (to small John, who is wistfully munching bread and butter on the back steps)—Too bad your little dog died, John. I suppose you miss him.

John—'Deed I do. Now I never know quite what to do with my last bite.—Life.

Kloseman—Let me give you a piece of advice.

Knox—What's the matter with it?—Life.

Schoolmaster—Jones, spell 'weather.'

Jones—W-e-t-t-h-e-r.

Schoolmaster—Well, Jones, that's certainly the worst spell of weather we've had for some time.—Tit-Bits.

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XXXIV, No. 2. SAN FRANCISCO, WEDNESDAY, SEPTEMBER 15, 1920. Whole No. 1718.

THE FORTY-EIGHT HOUR WEEK

Text of Defeated "Draft Convention" Limiting Working Hours

The report of the American Delegates to the convention of the International Seafarers' Federation, published in last week's Journal, referred to the determination of the organized seamen in Europe to establish the eight-hour day and the forty-eight hour week.

It will be recalled that the International Conference, which met at Genoa under the auspices of the League of Nations, failed by a very small margin to adopt the "draft convention" which would have established the shorter workday by treaty, or international agreement. The defeated treaty is published herewith.

It is highly significant that just a fraction less than the required two-thirds of the delegates present at the Genoa conference voted for the "draft convention."

The General Conference of the International Labor Organization of the League of Nations,

Having been convened at Genoa by the Governing Body of the International Labor Office on the 15th day of June, 1920, and

Having decided upon the adoption of certain proposals with regard to the "Application to seamen of the Convention drafted at Washington, last November, limiting the hours of work in all industrial undertakings, including transport by sea and, under conditions to be determined, transport by inland waterways, to 8 hours in the day and 48 in the week, consequential effects as regards manning and the regulations relating to accommodation and health on board ship," which is the first item in the agenda for the Genoa meeting of the Conference, and

Having determined that these proposals shall take this form of a draft International Convention, adopts the following Draft Convention for ratification by the Members of the International Labor Organization, in accordance with the Labor Part of the Treaty of Versailles of 28th June, 1919; of the Treaty of St. Germain of 10th September, 1919; of the Treaty of Neuilly of 27th November, 1919; and of the Treaty of the Grand Trianon of 4th June, 1920.

In view of the declaration in the Treaty of Versailles of 28th June, 1919, that all industrial communities should endeavor to adopt, as far as their special circumstances will permit, an eight-hours' day or a forty-eight hours' week as the standard to be aimed at, where it has not already been attained, which declaration is hereby recognized as applying to seamen, the International Labor Conference adopts the following Draft Convention:—

ARTICLE 1.

For the purpose of this Convention.

(a) The term "working hours" shall include only effective working hours, that is to say, the time during which a person on board a vessel is engaged, under the orders of the master, outside of the quarters which serve as his accommodation on board the vessel;

(b) The term "vessel" includes all ships and boats, of any nature whatsoever, engaged in maritime navigation, whether publicly or privately owned, and whether employed in commerce or for purposes of technical instruction or otherwise; it excludes ships of war;

(c) Each Member of the International Labor Organization will determine for itself what is maritime navigation as distinguished from inland navigation, and will communicate its determination to the International Labor Office.

ARTICLE 2.

The working hours of all persons without distinction of nationality or race, employed on board any vessel, excluding masters and supervising officers who do not keep a watch, shall be limited either to eight hours in the day or to forty-eight hours in the week, or to a maximum not exceeding eight hours in the day or forty-eight hours in the week for periods of time other than a week, subject to the provisions and exceptions contained in the following Article.

ARTICLE 3.

On mechanically propelled vessels of 2,000 tons gross and over, the working hours at sea shall not exceed forty-eight hours per week for all ratings. Work on Sunday shall be continued by the crew, who will receive compensatory rest or remuneration, unless extra hands have been shipped for the purpose of providing one day's rest in seven for the whole crew.

On these vessels, when in port, the working hours for all ratings shall not exceed forty-eight per week or a less number where already in force, subject to regulations which may be made in each country limiting the working hours on its own ships in port, provided that such regulations shall not allow more working hours than those fixed for industrial undertakings on shore by the Draft Convention on hours of work adopted by the International Labor Conference at Washington in November, 1919.

Overtime which may be ordered by the master on arrival and sailing days, or for other necessity, not including overtime ordered by reason of the circumstances described in paragraph (a) of Article 8 of this Convention, shall not exceed fourteen hours per week or sixty hours per month; and extra hours worked shall be paid for, or shall be compensated by time off.

On such vessels the three-watch system shall be maintained in the deck and engine-room departments, where the nature of the work is such as to require a system of work by watches.

ARTICLE 4.

The manner in which the principles laid down in this Convention for mechanically propelled vessels of 2,000 tons gross and over are to be applied, shall be determined by regulations made after consultation with organizations of shipowners and organizations of seamen in each country.

ARTICLE 5.

The regulations as to working hours on all classes of vessels other than those covered by Article 3 shall be made after consultation with organizations of shipowners and organizations of seamen, and shall be on principles similar so far as circumstances will permit to the principles to be applied under Article 3 to mechanically propelled vessels of 2,000 tons gross and over.

ARTICLE 6.

Regulations as to the working hours of Indian seamen shall be made after consultation with organizations of shipowners and organizations of Indian seamen. These regulations shall provide for a reduction in the present working hours of Indian seamen.

ARTICLE 7.

The contract of engagement for service on any vessel shall in every case contain a statement of the hours to be worked, and such statement shall form an essential part of the contract.

The national law shall provide that seamen shall be able to sue the master or owner of the vessel for redress, if this part of the contract is not carried out.

ARTICLE 8.

(a) The limit of working hours provided for in this Convention may be exceeded in the following circumstances, of which the master shall be the sole judge:—

(1) When the safety of the vessel, or of the life of any person on board, is threatened by fog, stranding, fire, or other emergency; or

(2) When it is necessary for the salvage of another vessel, or for the purpose of saving life.

(b) The limit of working hours provided for in this Convention may also be exceeded when, as a result of sickness or physical injury or other such cause during the course of the voyage, the crew of the ship has been reduced and cannot be completed immediately by the engagement of other seamen.

ARTICLE 9.

Any changes in accommodation which may result from additions to crews or increased manning scales following the reduction in hours as provided for in this Convention shall not diminish the hygienic protection of the seamen employed, and no derogation shall be made from the standards now established by law.

Each member which ratifies this Convention shall communicate to the International Labor Office full information concerning the accommodation provided for seamen on its vessels.

ARTICLE 10.

The provisions of this Convention do not apply to persons employed as Wireless Operators.

The provisions of this Convention do not apply to persons employed as cattle-men.

ARTICLE 11.

Each Member of the International Labor Organization which ratifies this Convention agrees

to make an annual report to the International Labor Office on the measure which it has taken to give effect to the provisions of this Convention, and these reports will be communicated by the International Labor Office to all other Members of the International Labor Organization.

ARTICLE 12.

Each Member of the International Labor Organization which ratifies this Convention engages to apply it to its colonies, protectorates, and possessions which are not fully self-governing:

(a) Except where, owing to the local conditions, its provisions are inapplicable; or

(b) Subject to such modifications as may be necessary to adapt it provisions to local conditions.

Each Member shall notify to the International Labor Office the action taken in respect of each of its colonies, protectorates, and possessions which are not fully self-governing.

ARTICLE 13.

The formal ratifications of this Convention, under the conditions set forth in Part XIII. of the Treaty of Versailles of 28th June, 1919; of the Treaty of St. Germain of 10th September, 1919; of the Treaty of Neuilly of 27th November, 1919; and of the Treaty of the Grand Trianon of 4th June, 1920, shall be communicated to the Secretary-General of the League of Nations for registration.

ARTICLE 14.

As soon as the ratifications of two Members of the International Labor Organization have been registered with the Secretariat, the Secretary-General of the League of Nations shall so notify all the Members of the International Labor Organization.

ARTICLE 15.

This Convention shall come into force at the date on which such notification is issued by the Secretary-General of the League of Nations, but it shall then be binding only upon those Members which have registered their ratifications with the Secretariat. Thereafter this Convention will come into force for any other Member at the date on which its ratification is registered with the Secretariat.

ARTICLE 16.

Subject to the provisions of Article 15, each Member which ratifies this Convention agrees to bring its provisions into operation not later than one year after its ratification, and to take such action as may be necessary to make these provisions effective.

ARTICLE 17.

A member which has ratified this Convention may denounce it after the expiration of five years from the date on which the Convention first comes into force, by an act communicated to the Secretary-General of the League of Nations for registration. Such denunciation shall not take effect until one year after the date on which it is registered with the Secretariat.

ARTICLE 18.

At least once in ten years the Governing Body of the International Labor Office shall present to the General Conference a report on the working of this Convention, and shall consider the desirability of placing on the Agenda of the Conference the question of its revision or modification.

ARTICLE 19.

The French and English texts of this Convention shall both be authentic.

SUPPLEMENTARY REPORTS

The two supplementary reports submitted by the American delegates to the recent convention of the International Seafarers' Federation in Brussels, Belgium, are published herewith, in full:

REPORT BY FURUSETH

After consultation between the three of us, and as a result of information obtained concerning the Danish situation, a cable was sent from Genoa requesting that $1,000 be sent to Andrew Furuseth in care of the American Consul, Copenhagen.

On arrival of Carlson and Furuseth at Copenhagen, it was ascertained that the $1,000 were at the American Consul's office, as requested.

In looking over the situation in Copenhagen, we found that the sailors and firemen were on strike in a body, that the money shared between them and the stewards would be of no value. They had become involved in an illegal strike, together with the general labor movement of Denmark. They had entered into a strike which in its essence was political, and grew out of the question about following the King had dismissed his Advisors, as the strikers considered, illegally. The seamen struck at once, immediately prior to the Easter holidays. The employers on shore declared the strike, but inasmuch as there were five holidays, no real strike was entered upon, except by the seamen, because a settlement was obtained before the holidays were over. The seamen continued the strike, which now, from their point of view, became economic, that is for improved conditions. Their agreement had yet two months to run, the strike was therefore, plainly illegal. The shipowners appealed to the Courts, and the sailors, firemen, and harbor workers were sentenced to pay one million kroner, as damages. This was manifestly impossible, but was hanging over their heads, and any money which they received might be taken from them. Mr. Richrd Jensen, the regularly elected President of the firemen, had been compelled to resign, but had claims for a year's wages, due him under the Danish law, so if it did not go to the Court, it would go to Jensen. The President of the sailors was dismissed by the meeting, and one, Bjelgrove Pedersen, was elected President on promise that he would furnish money. The stewards were not involved in the fine, but they had no money with which to pay current expenses, and it was first thought that the money would be best used by being delivered to them. It was, however, decided that we did not know sufficiently about the situation, to act in that way, and therefore turned the money over to Mr. C. Damm, Secretary-Treasurer, International Seafarers' Federation, to be used by him where it would do most good. He turned 2,000 kroner over to the firemen, and the remainder, a little over 4,000, to the stewards, with the understanding that they should under certain conditions, share it with the sailors. Furuseth and Damm had an interview with Mr. A. O. Anderson, Vice-President, Shipping Federation, and Commercial Director of the United Shipping Company, and from him we obtained a definite understanding that if the sailors and firemen would select men as officers who could be trusted to see that an agreement entered into would be kept, the sailors and firemen would get the same agreement that had been entered into in Norway, and the damages would be held in suspense, to fall away completely when the agreement entered into had been completed.

We further discussed the question of seamen's legislation with Mr. Anderson. The proposed new Scandinavian law contains a provision, under which seamen may be brought on board the vessel by police, if no other men can be obtained, and the vessel thereby delayed. We submitted to Mr. Anderson that this provision should go out of the proposed law, because plainly while it was inserted to protect the vessel, it was in reality a real and serious danger to the vessel. A man brought on board against his will might easily and without risk of discovery, so damage the engines that the vessel would become helpless at sea, and have to be towed in. Mr. Anderson seemed to understand, and said that this aspect will be carefully considered.

We could not see any of the members of the Scandinavian Commission, because they were absent from Copenhagen. We then proceeded to Goteborg and consulted there with the officers of the sailors, firemen, and stewards. They would be at Brussels. The situation in Sweden seemed to be all right, and it was likely to so remain unless improvements beyond the Norwegian and Danish were insisted upon. From there we went to Stockholm. We interviewed the officers there, and same to the same conclusion. Together with Roth and Olson, Furuseth saw one of the most influential of the Swedish shipowners, and there placed before him the same reasons for striking out the paragraph in the proposed law, described above, as was given to the Danish shipowner. He seemed to appreciate the importance of this possible sabotage, and said that they would give serious consideration to the same. Here Carlson and Furuseth parted, Furuseth proceeding to Norway, where he found the situation, so far as the Unions were concerned, favorable, with prospects that they would last as an agreement had already been entered into. This agreement was a considerable improvement on the previous one. Furuseth found that the full meaning of the proposed law was not realized except by a few of the officers. Proposal for the law had been referred to the Unions, however, for their opinion, and they had selected their Committee to go through the whole proposal, and to submit to the Governments their conclusions thereon. In Christiania, Furuseth saw two of the most influential shipowners, and went over the same ground with them that had been covered in Denmark and Sweden, with the same result, that the question of keeping in, or striking out of the law, the right to take men on board against their will, was to be seriously considered.

Attorney Bredal, the Chairman of the Norwegian Commission, was seen and expressed the opinion that when the shipowners realize the possible danger of what might happen to the vessel through compelling a man to remain on the vessel against his will, or to take him aboard against his will, they would consent to the striking out of the section in question.

The time of leaving for Brussels having arrived, Furuseth left Norway, together with Birkeland, going through Sweden, Denmark, and Germany, in order to arrive at Brussels in time to attend the meeting of the Secretariat.

Under the rules of the International Seafarers' Federation, the expenses of the members of the Secretariat to and from the meetings, are to be paid by the Federation, and therefore the expenses of Furuseth from New York to Brussels and return to New York, will be paid by the Federation, and this bill agreed upon by the Secretary, is submitted to our Secretary-Treasurer to be subtracted from the first levy upon the International Seamen's Union of America to pay the expenses of the Federation.

Respectfully,

ANDREW FURUSETH.

Referring to Denmark and Sweden I find this correct.

OSCAR CARLSON.

REPORT BY SCHARRENBERG

As per agreement with Delegates Furuseth and Carlson, I proceeded from Genoa direct to Hamburg.

For some time past there have been two seamen's unions in that country. There is the old organization, which is a part of German Transport Workers' Union, with Paul Muller as the leading personality. Then there is a new independent seamen's union organized at the end of the war.

Naturally, the officials of these two unions are very bitter toward each other. Both organizations publish a weekly paper and the editors are not at all backward in using strong language. This, of course, does not help the seamen of Germany—even though it furnishes considerable entertainment for employers.

The union wages of German seamen (sailors and firemen) were raised to 560 marks about the middle of the year. Prior to that time monthly wages were only 460 marks. At the pre-war rate of exchange 560 marks would be approximately $135.00 per month—a very good wage indeed. But the exchange rate of a German mark has dropped from 24 cents to less than 2 cents, U. S. coin.

This makes the actual union wage of German seamen less than $12.00 per month. Even at that rate there are any number of men available at short notice. In fact, unemployment, together with hunger, misery and want, is so general and widespread in Germany that any job which provides three meals a day is considered desirable.

I had no difficulty in arranging a conference with the officers of the "independent" union. Harry Cremer, Hamburg agent of the British Sailors' and Firemen's Union, very kindly assisted in arranging for this conference and personally participated in it. We discussed in detail the difference in the rate of wages paid to German seamen with the schedule prevailing in other European countries and in America. The executive officers of this union (one of whom had been in attendance at the Open Seafarers' Conference in Genoa) readily agreed to respect and to do all in their power to maintain the schedule of wages paid on foreign vessels touching at German ports. In other words, they promised that the members of the independent union would sign on foreign vessels only for the prevailing wages, i. e., the standard pay received in other ships under the same flag.

They also expressed a keen desire to become affiliated with the International Seafarers' Federation and to have the maritime laws of Germany revised so as to bring them in harmony with the American Seamen's Act of 1915.

The pre-war laws and regulations affecting German seamen are still in full force and effect, although the constitution of the land has been entirely re-drawn and liberalized. However, a commission is now at work to revise the laws and regulations governing seamen. When this commission has completed its task it will report to the Reichstag (Parliament) and the process of changing existing law will then be formally completed. Of course, I had this in mind in conferring with the representatives of German seamen.

It was not altogether a simple matter to arrange a conference with the executive officers of the old Seamen's Union. It should be understood that the old union is by far the strongest numerically. Besides, it is the only union of seamen recognized by the German labor movement which, with over eight million members, is all-powerful in industrial affairs. In those circles the independent union of seamen is always referred to as a dual organization, without standing or influence.

In order to arrange for an official interview with the authorized spokesmen for this organization I finally found it necessary to go to Berlin, where the headquarters of the Transport Workers' Union are located. Here I got in touch with Carl Legien, president of the German Federation of Labor, who prior to the war visited America as the representative of the German trade-unions. Mr. Legien brought about a meeting with Herman Jochade, formerly secretary of the International Transport Workers' Federation. Through the kindness of these two men I was then enabled to arrange a formal conference, at which where present Messrs. Schuman and Doring, president and vice-president of the German Transport Workers, also Messrs. Muller and Lorenz of the seamen.

The wage differential was discussed and I was again assured that German union seamen signing on foreign vessels in German ports would always insist upon the wages paid on other ships of the same nationality. President Schuman, in

(Continued on Page 11)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Freight Cars Idle; Shortage Not Real

The Illinois Agricultural Association has completed a survey of the alleged freight-car shortage and Secretary Thompson of the association says:

"This survey shows pretty clearly to the farmers of Illinois the excuse of 'car shortage' is largely camouflage, given to cover up some real, deeper reason for the present transportation inefficiency. And to search for that reason will be the next job of the farmers' business organization."

Members of the association made daily records of the car initials and numbers of all cars at 494 stations located in 46 different counties for seven consecutive days. Of these 494 stations, 146, or 29.5 per cent., reported some of the same cars on tracks the last day of the count as were on the tracks the first day of the count.

"At all stations," says Secretary Thompson, "9,294 cars were listed the first day, and of these cars 938 out of 9,294 cars had not been moved from the country point for seven consecutive days. This is just a little over 10 per cent. of the cars at such points.

"It is very moderate when we say that the total number of new cars which the railroads say they need to meet the transportation requirements of the present moment is not a patch to the total of immobile cars now idling by the weeks and months in terminal yards and on side tracks at country points.

"Mine operators say they were forced to idleness many days each week, leading to the strike of the miners, which recently tied up the mines just when the farmers were needing coal for thrashing. At this same time before the strike in Christian county, at Clarksdale and at Willeys, two trains of coal cars, totalling 53 cars, were reported empty at both first and last days of the count."

Postal Czars Revive "Gag" Order

The rights of postal employes continue to be flouted and the Roosevelt "gag" order is revived by petty czars in charge of the Postoffice Department.

In Chicago the officers of the Postal Clerks' Union are charged with having printed statements in newspaper advertisements that reflected on the postal service. There was nothing new in the statements, which had previously been made before Congressional committees. An appeal has been made to the President against this violation of the Lloyd-La Follette law of 1913. This act was intended to set aside President Roosevelt's "gag" order that no Government employe could petition Congress for a redress of grievances or make protest against these grievances without the consent of their department chief.

Postmaster Selph, of St. Louis, Mo., has created a new mark for postal autocracy by his threat to stop the mails of that city if the postal clerks do not oust the president of their Union. Selph said that he would dismiss 300 clerks if they did not hold a new election. The clerks refused to act and are awaiting the postmaster's next move. The clerk's president has sued Selph for $50,000 damages for slander.

In a joint statement President Hyatt and Secretary-Treasurer Flaherty of the National Federation of Postal Clerks say that acts of Congress, intended to be beneficial to the postal employes, are being used by Postmaster General Burleson to the disadvantage of these employes.

Under the law employes are entitled to 10 days' sick leave each year. This has been construed to mean ten-twelfths of a day a month. This nullifies the intent of the law, unless an employe gets sick one day a month and recovers in that period, per the Burleson schedule.

Another ruling by the department that ignores every element of justice is shown in the order that employes return wages paid for work done on Sundays. The last Congress changed the rule that time should be paid for Sunday work to time off on another day of the week. Now the department takes advantage of an interval between the passage of the act and the time it became effective and has ordered all employes who received wages for Sunday work to return this money. The department, however, refuses time off to employes who worked on Sundays, in spite of the obvious fact that they are entitled to either one or the other.

Publicity Blocked by Coal Owners

Because coal owners have failed to live up to to their promise to supply cost of production and other figures, the Federal Trade Commission announces the possible suspension of its monthly bulletin, which informed the public on coal industry costs and production.

The commission states that attorneys for the National Coal Association notified coal owners last January that the commission has the lawful power to collect this information. The commission was given a copy of this opinion. Later the coal association changed its policy and it was agreed with the commission that the coal owners would start four test suits, covering all phases of the issue. Instead, the coal owners started one suit on questions which were more favorable to them and the other three suits have not been started. In the one suit the commission was enjoined from enforcing penalties where reports were not made. The commission then invited voluntary co-operation and the responses have become fewer and fewer.

The coal owners' action is in line with its policy of proclaiming that the public should be informed on all the facts—and then block every attempt to make this boast a reality.

In the recent wage hearing on wage demands of bituminous miners at Scranton, the coal owners succeeded in stopping the miners from putting in the record a series of statistics that would show exorbitant profits of coal owners, their production costs, and their monopolistic policies.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia,
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Seemansvereeniging, St. Pietersvliet 2.

GERMANY.

Internationale Transportarbeiter - Federation. Engelufer, 18, Berlin S. O. 16. Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Federation Syndicale des Agents du Service General a Bord, 3 Rue Scudery, Havre.

NORWAY.

Norsk Matros-og Fyrboter-Union, Grev Wedels plads, 5, Kristiania.

SWEDEN.

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade, 15 Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Centrale Bond van Transportarbeiders, Hoofdbestuur, 's Gravendykwal 111 te Rotterdam.

Vakgroep Zeelieden, Pelikaanstraat 25, Rotterdam.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marcellino 6-2, Italy.

SPAIN.

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL.

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregados em Camara, Rue dos Benedictinos 18. Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Iron molders in Edmonton, Alberta, suspended work to enforce an eight-hour day and a wage rate of 92½ cents an hour. The old rate was 75 cents and a nine-hour day.

The Spanish General Union of Workers, the Socialists and Trade Unionists have decided to continue attachment to the second Internationale of Amsterdam by 110,000 votes to 17,000.

Striking Edmonton, Alberta, iron molders have broken opposition to their demand for wage increases by securing an agreement with the Coutts Machinery Company. Wages are advanced to 92½ cents an hour.

The refusal of the British government to raise miners' wages and cheapen the price of coal has stimulated the demand for nationalization of mines. The increase of railroad rates has had the same effect toward transportation.

"There is a world of difference," says the Cotton Factory Times of Manchester, England, "between a healthy and honest discussion of the present-day political trickery and the mischievous idea that politics in itself is an evil and something that we, as trade unionists, should not tamper with.

Zittan, Saxony, a city of between 25,000 and 30,000 population where labor troubles recently occurred, has been since August 1 in the hands of radical workers, according to a diswatch to the Zwoelfuhrblatt. The message adds a committee of fifteen composed of independents, socialists, communists and syndicalists, has assumed authority over the city.

Officers of the New Brunswick Federation of Labor reported to the annual convention that they succeeded in amending the workmen's compensation act, as ordered by the last convention, despite opposition from the Manufacturers' Association. The amended law provides for full medical, hospital and skilled nursing attendance from date of accident, increases the amount allowed for funeral expenses to $100, and increases compensation for permanent partial disability. The federation officials also reported that the minister of public works promised that the words "union or prevailing wages" shall hereafter be included in all government contracts.

More than 16,000 members of organized building trades have associated with the London building guild. The guild movement was started by Manchester building tradesmen last January, following the failure of various schemes to relieve the housing situation. Guild membership includes workers, administrators and technicians, and is managed by a committee composed of representatives of these various elements. Surplus earnings will not be distributed, as is customary in business, but will be used to guarantee workers' wages when unemployed, and in improving service and equipment. No financial guarantee for the performance of contracts will be given, but the guild pledges itself to carry out the work it undertakes, and supports this pledge with a roll of members who have promised to do this work. The guild declares that this is the most effective guarantee that can be devised.

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246 SUMMER STREET, BOSTON, MASS.
COLLIS LOVELY, General President CHARLES L. BAINE, General Secretary-Treasurer

Wilson Asks All to Save

President Woodrow Wilson says that this country is undergoing the greatest crisis in its history. He urges upon all the necessity of saving.

Are you on the tidal wave of prosperity?

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Save! Save! Save!

This applies to the business man as well as the day laborer.

There is no greater way to save than planning to place a certain amount in the bank regularly.

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San Francisco
POTRERO BRANCH Third and Twentieth
MISSION BRANCH Sixteenth and Mission
FILLMORE BRANCH Fillmore and Geary

INFORMATION WANTED

Will H. Peterson and G. Johnson, formerly winchmen of S. S. "Carmel" to communicate with J. T. Smith, Room 411, 112 Market St., San Francisco. 9-8-20.

Any one knowing the whereabouts of the brother of August W. Strasdin, will please communicate with B. I. LaSelle, 924 Crocker Bldg., San Francisco. 9-15-20

INFORMATION WANTED

Members of crews of Barge "Ohio" and S. S. "Gulfcoast" will kindly communicate with this office regarding their salvage claims against the Standard Oil Barge No. 1 between Mobile and Port Arthur about May 18th. I represent a member of the crew and have already taken up the matter of a salvage award for him. Silas B. Axtell, New York, N. Y. 7-14-20

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Honolulu Letter List

Bergesen, Bert	Lame, Pat.
Bradley, Ed.	Leison, Will.
Buck, Harry	Lind, Gust.
Caldwell, John	Matson, Rolf.
Campbell, Ed.	Mulligan, Ed.
Danielsen, Adolph	Nickols, Henry
Dant, B. C.	Sandel, T. S.
Ettersen, Ward	Stromberg, Pet.
Harns, Ed.	Stewart, A. J.
Johnsen, Hilding	Solberg, B. P.
Larsen, John	

INFORMATION WANTED

Anyone knowing the whereabouts of George Mace Monroe, a member of the Sailors' Union of the Pacific, last heard of at Charleston, S. C., March, 1916, will please communicate with his mother, Mrs. Alice Monroe, 918 Spruce street, Seattle, Washington. 6-9-20

TO MY CLIENTS
Please look over our legal reports on file in every Union Hall on the coasts whenever you are in port. Notice of commencement of all actions, their appearance on the calendar for trial, trials, judgments and settlements effected are published in all cases whether for wages, salvage or personal injury. Law Office, Silas B. Axtell, 9 State Street, New York.

Pacific Coast Marine

A fire which raged for more than an hour in one of the forward compartments of the superdreadnaught "California," under construction at the Mare Island Navy Yard, caused damage estimated at $10,000 and for a time threatened to spread to other sections of the giant vessel.

British ships, and ships bound for British ports that call at San Francisco, will be picketed by Irish sympathizers in an effort to tie up English shipping until Great Britain changes her Irish policy and removes her army of occupation from Ireland, according to announcement from San Francisco headquarters of the Women's Irish Educational League.

The California Macaroni Company, 956 Bryant street, San Francisco, one of the leading enterprises of its kind in the West, has begun operating under a receivership appointed by Judge of the Superior Court Bernard J. Flood. Behind the story of the receivership lies, according to Robert M. Light, one of the attorneys, a story of an attempt to wreck the company.

En route for Melbourne, the schooner "Oregon Pine" has put in at Sydney. The vessel went into port with a jury rig. The steeering gear of the craft was lost on August 20, according to a telegram received by Grant, Smith & Co. from Captain Daniel P. Wall. The vessel left the Pacific July 4 and reached Sydney after a sixty-six-day trip. The time required for the passage is considered good, even without a handicap.

Lieuenant-Commander Charles S. Root of the Coast Guard cutter "Earp," now at San Diego, received a commendatory letter from Commodore Commandant William Reynolds for the excellent engineering performance of the Eagle type boat on its recent voyage from Norfolk to San Diego. The "Earp" steamed 1800 miles, from Norfolk to Balboa, without a stop on less than 100 tons of fuel. The "Earp" is to sail for Honolulu October 1.

The steamship "Jugoslaven Prvi," which passed through the Panama Canal recently bound from Newport News to Africa with a cargo of 4025 tons of coal, is the first vessel flying the flag of Jugoslavia to pass through the Canal. She is reported by her agents as due at Balboa on her return voyage. She is a ship of 3125 gross and 2034 net registered tons, 326 feet long by 40 feet beam, and carries a crew of 27.

Admiral Hugh Rodman, commander-in-chief of the Pacific fleet, in a speech before the Commercial Club of Honolulu, declared that plans were being developed in Washington to make a navel base of Kanoeha Bay, on the windward side of Oahu. He said the trio, Honolulu harbor, Pearl harbor and Kanoeha harbor, would accommodate any size fleet that would ever be stationed at Hawaii. Pearl Harbor, it was expected, he said, would be made the permanent base of a flotilla of destroyers.

The total value of the export and import business of the San Francisco customs district during last July was $47,958,480, according to figures compiled by the Chamber of Commerce. The import business amounted to $27,737,749, and the exports were valued at $20,180,731. The Seattle customs district, according to the Chamber of Commerce, handled a total of $25,422,145 in exports and imports. Of this amount $16,078,990 represents exports, and the remainder, $9,343,153, imports.

Bringing sealskins valued at $2,000,000, the season's catch on the Pribyloff Islands, the naval radio steamer "Saturn" has arrived on Puget Sound. The seals were killed by representatives of the United States Bureau of Fisheries, and the proceeds of the sale will go into the United States Treasury. Since the lease of the Pribyloff Islands to the Alaska Commercial Company was canceled, the Bureau of Fisheries has taken over the islands to protect the seals from extinction. Since that time the herds have increased and are bringing in a big revenue to the Government.

The defense won the first legal clash in the case of the Grays Harbor Motorship Corporation, charged by the Government with fraud in evidence of reports by Captain Robinson tracts, when Judge Jeremiah Neterer of the Federal District Court ruled against admission in evidence of reports by Captain Rbinson Ridley, hull inspector for the Shipping Board, to show that work on hull 1060 at the Grays Harbor Motorship plant was not delayed, as the defense claims, by failure of the Emergency Fleet Corporation to deliver struts and shaftings.

The performance of the Rolph tugs "Storm King" and "Hercules" in successfully towing nine drydock pontoons from Seattle to San Francisco without a single mishap resulted in a letter of commendation being sent by Captain A. F. Pillsbury to Captain Clem Randall, port captain of the Rolph concern. The dry docks were part of those purchased by local shipyards from the Skinner & Eddy Company. During the work of transporting the tows stormy and foggy weather were in evidence all along the Washington, Oregon and California coasts, but the work was completed by the two tugs without a single mishap or delay.

While unearthing 104 bottles of Scotch whisky in an ammonia tank of the liner "Sonoma," which arrived at San Francisco from Honolulu during the week, Customs Inspector George Williams was overcome by the fumes and had to be removed to his home. Other searchers found another 100 bottles concealed in various parts of the boat, much of it being under the false bottom of a closet in the linen locker. Nineteen bottles of liquor were found on the steamer "Archer," from Hongkong, and twenty-three egret feathers in the assistant engineer's room of the steamer "Joan of Arc," from Guayaquil.

The Panama Canal completed six years of operation at the close of business on August 14, 1920, having been opened to commerce on August 15, 1914. During the six years the total number of commercial ships making the transit was 10,573. Their aggregate net tonnage, according to the rules of measurement of the Panama Canal, was 34,540,266. The cargo they carried totaled 40,313,629 tons of 2240 pounds. This traffic was made up of 4934 ships, of 16,145,434 net tons, carrying 16,576,778 tons of cargo from the Atlantic to the Pacific, and 5639 ships, of 18,394,832 net tons, with 23,736,-851 tons of cargo from Pacific to Atlantic.

Robert Dollar is back at his desk in San Francisco after an absence of several months, during which time he inspected the London offices of his company and other shipping centers of Europe. Dollar stated that the United States Shipping Board will have to reduce the prices of the 12,000 ships that they have placed on the market for sale if they wish to dispose of them. He stated that the slump of freight rates and the large number of cargo ships lying idle in ports of the world will force lower prices than asked by the Shipping Board for their vessels. England, said Dollar, is our chief competitor in the shipping world, and the freight rates will topple to a much lower level than they are at present as competition for the commerce of the world increases.

The important harbor improvements entailing expenditures running into millions of dollars will be carried out by the Dominion Government in Vancouver, according to announcement of Hon. C. C. Ballantyne, Minister of Marine and Fisheries, who spent last week in Vancouver. Already the Government has appropriated $5,000,000 and has under construction a great pier to cost between three and four millions. The Northern Construction Company has now been awarded the contract for the superstructure at about $3,500,000. A chief feature of Mr. Ballantyne's announcement included his declaration that the Government is now endeavoring to buy in England suitable passenger liners for the Pacific and expects to have them operating within a year. He also said that all of the eighteen freight ships already launched or under construction for the Canadian Government merchant marine on this Coast will be used to develop trade from ports on the Pacific. Passenger accommodations for commercial travelers will be provided on these freighters. Within the last year the Canadian Government was forced to take over two transcontinental lines of railway, the Canadian Northern and Grand Trunk.

Two thousand barrels of fuel oil were seized during the week by the United States Navy from the Martinez, Cal., plant of the Shell Oil Company. Other than the force necessary to break six chains, no violence accompanied the seizure, and employes of the oil company offered no resistance to the sailors who did the work necessary to place the oil aboard the Navy barge that early arrived at the oil company's plant from Mare Island. The oil seized was desired to enable several destroyers to proceed to San Diego. It was announced by Captain Charles Conrad, U. S. N., supply officer at Mare Island, that more oil will be seized this week if the company persists in its refusal to voluntarily supply the Navy at the $2 price fixed by the Navy Department. The seizure of the oil came as the culmination of a long controversy between the Navy Department and the Shell Company concerning the price to be paid for 112,000 barrels of oil, which the department has fixed as the quantity the Shell people shall supply the Navy. It had been hoped by Navy officials that the company would accede to the demand for oil at $2 a barrel, but late last Friday the company officials sent word that the oil would not be furnished at this price. It was then that the Navy officials announced that the seizure would be made unless the oil was supplied on demand to be made at the Martinez plant.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco. Phone Kearny 1830.—Adv.

International Seamen's Union of America

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HOBOKEN, N. J.....316 River Street

EASTERN MARINE WORKERS' ASSOCIATION

D. J. GEDDES, President
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(Continued on Page 11)

The Seamen's Journal
Published weekly at San Francisco
BY THE
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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 15, 1920.

PROTESTS AGAINST JONES ACT

Practically every maritime nation of any importance, at one time or another, submitted a protest against the La Follette Seamen's Act.

It is most fortunate for America that these purely selfish and ill-advised protests were not heeded. In a very few years the world has become reconciled to the principles contained in the La Follette law. In fact, if the seamen of the world have the courage of their convictions, several of the maritime nations of Europe will soon enact similar legislation. All of which proves up on an old adage revised to meet the occasion, i. e., that the test of time is more reliable than the pessimistic predictions of reactionary shipowners.

Today America is again in receipt of protests from the same sources. This time it is the so-called Jones Merchant Marine Act that seems to contain sufficient worthwhile matter to inspire those lusty "kicks" from abroad.

It is, of course, wholly unnecessary to state that the efforts in this direction are truly significant. They indicate with powerful emphasis that the Jones Act will be an effective measure in maintaining an adequate American merchant marine. Certainly, if the statements of foreign shipping interests are taken at their face value, the new law will be all that its advocates claim for it. In other words, here we apparently have another statute by virtue of which the United States will step a little nearer to the place among nations to which it is entitled.

To fully understand this protest against certain features in the Jones Act it is necessary to look backward into an earlier statute, namely the Underwood tariff bill. This measure contained certain discriminating duty provisions favoring American ships. But while Congress was giving much oratory to these proposals, the foreign shipping interests merely abided their time knowing that under a number of innocent appearing commercial treaties to which the United States was a party, these sections of the bill would be about as effective in encouraging American shipping as a resolution passed by a young ladies' debating society. The Jones Act, however, seeks to amend or repeal these commercial treaties so that the five per cent. discriminating duty in favor of American ships will become effective. To this our neighbors object. Moreover, there are intimations of retaliatory measures.

Our friends and neighbors also submit the claim that American railways must make the same rates to the ships of all nations. If the various foreign governments press this claim, section 28, which is the feature of the Jones Act relating to railroad rates, will be in the spotlight of the shipping world as much as section 10 of the peace treaty has been in the discussion of the League of Nations. Advocates of merchant marine legislation frankly regard it as the heart of the Jones Act. In fact, Admiral Benson states if the government departments have not sufficient authority to enforce it against foreign shipping interests, the Shipping Board will go to Congress for additional legislation.

Because of the prominence that section 28 may acquire in the discussion, the vital paragraph of it is published herewith:

> That no common carrier shall charge, collect, or receive, for transportation subject to the Interstate Commerce Act of persons or property, under any joint rate, fare, or charge, or under any export, import, or other proportional rate, fare, or charge, which is based in whole or in part on the fact that the persons or property affected thereby is to be transported to, or has been transported from any port in a possession or dependency of the United States, or in a foreign country, by a carrier by water in foreign commerce, any lower rate, fare or charge than that charged, collected, or received by it for the transportation of persons, or of a like kind of property, for the same distance, in the same direction, and over the same route, in connection with commerce wholly within the United States, unless the vessel so transporting such persons or property, is, or unless it was at the time of such transportation by water, documented under the laws of the United States.

Stripped of its legal verbiage this paragraph means that only such freight and passengers as come to American ports on American ships shall be privileged to reduced rates on American railroads.

Naturally this will give an advantage to American ships. And therefore the protests from abroad. Well, here's prophesying that the latest foreign objections to an American shipping policy will be more futile than the onetime raps against the La Follette Act.

Incidentally, it should be said that the Jones Act contains a few well-worded paragraphs patching up the holes that have been shot in the La Follette Seamen's Act by various court decisions.

So as a whole, it is a mighty fine piece of constructive legislation!

The "declaration of an American shipping policy" (as written into Section 1 of the Jones Act) needs no apology from any American. It is plain, logical and to the point. To quote:

"That it is necessary for the national defense and for the proper growth of its foreign and domestic commerce that the United States shall have a merchant marine of the best equipped and most suitable types of vessels sufficient to carry the greater portion of its commerce and serve as a naval or military auxiliary in time of war or national emergency, ultimately to be owned and operated privately by citizens of the United States; and it is hereby declared to be the policy of the United States to do whatever may be necessary to develop and encourage the maintenance of such a merchant marine."

"To do whatever may be necessary" is indeed an emphatic and meaningful declaration. But why should not America do whatever is necessary to maintain a real merchant marine? Have not certain other maritime nations done so almost continuously ever since they had enough stamina to give expression to a national policy?

SEEING THINGS IN EUROPE

Right at close of an optimistic review of Italy, Mr. Otto H. Kahn, an American financier, who has recently returned from Europe, gives his impressions of the European labor situation as follows:

> The labor situation in the European countries I visited is not very different from our own. It presents one of the most urgent and complex problems of the day, but neither there nor here do I look upon the attitude of labor as being actuated to any serious extent by Bolshevist or kindred motives.
>
> Public opinion in those countries, as here, has shown itself decisively opposed of late to unwarranted strikes and pernicious agitation. Justice, reason, enlightenment through education, the inexorable force of the actualities of life and the pressure of public opinion on both capital and labor, may, I hope, be relied upon to bring about surcease from the ever-recurrent industrial conflicts which have characterized the past eighteen months to the great detriment of all the people.

In the light of current press dispatches from Italy one is inclined to marvel at Mr Kahn's sources of information. It is decidedly unfortunate for the thinking American public that so many travelers in Europe secure most of their information and many of their impressions in and about the lobby of first-class hotels.

The man who talks about the "pressure of public opinion on both capital and labor" would be up against it if he had to define that mysterious force vaguely referred to as "the public."

If the public of Europe is that comparatively small element in society which neither toils nor spins, then it cannot exert enough pressure to hurt a fly, much less prevent strikes. Justice is indeed the only effective remedy for so-called unwarranted strikes and pernicious agitation. But what is the meaning of justice? And what is pernicious agitation? Does it mean that the toilers of Europe must, without complaining, live in poverty and squalor now that the world has been made safe for democracy? Does it mean that workers living in semi-starvation who finally venture on a strike are to be condemned by visitors from abroad who live in the best hotels and have never in their lives experienced hunger or want?

No. Such deductions are neither just nor reasonable, and it is a crying shame that American financiers who glibly talk about "ever-recurrent industrial conflicts" in Europe cannot or will not look beneath the surface. Having in mind only the opportunities for safe and profitable investment, they regard the working people as mere milk cows placed on earth to produce and reproduce for the benefit and profit of the investor from across the Atlantic.

Truly, it is a blessing for mankind that the workers of all countries in Europe have

positively declined to play the part assigned to them. In Italy, in France, in Germany and in England the toilers are just beginning to realize the possibilities of organized effort. They will make blunders as of old. But they will never again calmly and tamely submit to scientific exploitation by financiers.

PUBLIC VS. PRIVATE PROFIT.

According to reports just received from Australia the building of the new capital city for the Commonwealth, which had been interrupted by the war, has been resumed. The new city is located in the center of a federal district having an area of 900 square miles. The plans include a number of magnificent public buildings, wide streets and fine parks. The architect is an American, whose plans were accepted after a competitive test participated in by architects throughout the world. These details are interesting, but the most interesting as well as the most important feature of the work is not included among them. This feature is the fact that the Australian Commonwealth intends to avoid a serious mistake committed by the United States when the city of Washington was planned.

The Commonwealth of Australia will not allow any of the lands within the federal district to become private property. Individuals may lease whatever lands they wish to use, but none can be purchased. Lessees may build or make other improvements, and these buildings or improvements will be the property of the individuals and be free of taxation, but the building sites will remain the property of the Commonwealth. The rental value of all land within the district will go into the public treasury to pay communal expenses.

It is so different in Washington, D. C. For here nine-tenths of the land is privately owned and all revenue from rents, etc., goes into private coffers.

Australia is wise in adopting a different policy. And it is not too late for the United States to profit by the example. Congress need but legislate so as to abolish taxation of labor within the District of Columbia and to tax land values sufficiently to put the entire rental values in the treasury. Progressive Australia has won the credit for leadership in applying common sense to the land policy of its new federal district.

The returns of Lloyd's Register for June 30, 1920, which cover vessels of 100 gross tons or over show that on that date the world's merchant shipping comprised 31,595 ships of 57,314,065 gross tons, compared with 29,255 ships of 50,919,273 gross tons on June 30, 1919, and 30,836 ships of 49,089,552 gross tons on June 30, 1914. So it appears that notwithstanding the German's submarine warfare and all the other losses of the war there were afloat on June 30, 1920, more ships and more tonnage than just prior to the war. The actual increase in ships over 1914 is 759; and the growth in tonnage over 1914 is 8,224,513.

The strength of organized labor lies in its weakness. That which it lacks in power of compulsion it gains by appeal to rational human ambition and intelligent perception of right and wrong. Right enjoined by force becomes wrong, and therefore fails.

WORTH WHILE SUGGESTIONS

American Publicist Sets Forth What He Deems Necessary to the Maintenance of a Merchant Marine

A well known American publicist, who prefers to keep his name anonymous, was recently asked to reply to the following:

"What do you suggest as necessary to the upbuilding of the permanent American Merchant Marine?"

Here is his answer.

I consider that the first essential to the upbuilding of the American Merchant Marine is to put it on an equal, even a better, footing than that enjoyed by any other merchant marine.

I do not believe in subsidies or any other form of special privilege. I do believe in equal rights to all and special privileges to none.

I believe that the so-called Seamen's Law, if thoroughly enforced will equalize the wages of all seamen coming to American ports.

I would give even the Chinaman, the Lascars, or any other cheap labor on foreign ships, the right to leave their ships in any safe port.

I believe that for every Chinaman who comes ashore, some other Chinaman or some sailor of some other race must take his place when the ship goes to sea, thus leaving the population of this country the same in numbers as it was before, so that the argument of overrunning the country with cheap labor would not hold in a case like that.

I believe that it would be impossible to hire men to make up that crew for less than the wage paid on our clean, splendid American ships.

I believe that this theory has worked out already as predicted by Andrew Furuseth, and I understand that practically all American shipowners now acknowledge the facts.

I further believe that all American ships should be relieved of taxes. I believe that ships are desirable, as well as necessary things.

I believe in making it easy to get necessary and desirable things.

I believe that the higher we tax these things, the harder we make them to get.

I believe that if a man makes or buys a ship, it is his, because he bought it or made it.

There are some things that no man made, but which men are permitted to buy and keep, many times out of use.

I refer to land, which no man ever made. The Creator presumably made the land for all of his creatures.

Under the present system we permit a few of the creatures to own it and to charge other creatures for the privilege of using it.

This, to my mind is our greatest special privilege.

Some people say that there is lots of government land even yet, subject to settlement, but, I believe that the land you can get for nothing is the dearest land you can buy. The unimproved value which attaches to land is clearly a community made value.

If all of the population should move away from the community, the land would cease to have any value.

They could move their furniture, their horses, sheep or cattle with comparatively small loss, to some other location, but they could not move their land.

They might even move their houses, or perhaps a whole town, as they have recently done at Hibbing, Minn.

If then the value which attaches to land is a community made value, why not take that value for community purposes?

In amount it would be sufficient and far more than sufficient to pay all of the present expenses of any existing government.

If so, why go on taxing ships and other useful things?

We can tax shoes so high that men, women and children would have to go barefooted. We can tax food so high, that they would have to go hungry. But, we can tax land up to its full annual rental value, and we would have no less land. We might in reality have more, for land held out of use for speculative purposes, is leaving us just about as bad off as if it did not exist at all. If we want more ships and better ships, we should not fine the men for their enterprise who build ships and operate them.

Men who own idle land and hold it for a rise are the barnacles which gather on the Ship of Civilization. They impede its progress and they retard its movements.

If so, they are clearly an undesirable feature of our existence. If that is true, we should get rid of them as soon a possible.

When dogs become too thick in a community we raise the tax and thin them out. Perhaps if it works on the dog, it might work on the idle landlord, who keeps his land idle, while men go hungry for what that land would produce.

Now perhaps none of this is new to you. It is the philosophy of the late Henry George, of whom I have been a disciple for more than

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OFFICIAL.

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Sept. 7, 1920.

Regular weekly meeting came to order at 7 p. m., C. F. May presiding. Secretary reported shipping medium; plenty of members ashore.

Headquarters, San Francisco, Cal., Sept. 13, 1920.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping medium, a good number of members ashore. Balloted for delegates to the California State Federation of Labor.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

Vancouver, B. C., Sept. 7, 1920.
Shipping very dull; prospects uncertain.

R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Sept. 7, 1920.
Shipping medium; prospects uncertain.

H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Sept. 7, 1920.
Shipping dull.

P. B. GILL. Agent.
84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Sept. 7, 1920.
Shipping medium; prospects uncertain.

CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Sept. 7, 1920.
Shipping medium; prospects fair.

JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Sept. 7, 1920.
Shipping fair; members scarce.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Aug. 31, 1920.
Shipping and prospects fair.

JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Sept. 11, 1920.
Shipping Medium. Prospects fair.

EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Sept. 2, 1920.
Shipping fair. Good for Cooks.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock. Room No. 203. P. O. Box 514. Phone Main 2233.

San Pedro Agency, Sept. 2, 1920.
No meeting; no quorum. Shipping good. Men scarce.

JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Richard T. Jones, No. 2528, a native of England, age 58. Died at Vancouver, B. C., September 2, 1920.

Erick Erickson, No. 784, a native of Sweden, age 33. Drowned from schooner "Camalo" at Port Townsend, Wash., August, 1920.

Peter Ackerson, No. 100, a native of Denmark, age 69. Died on board S. S. "Northwestern," September 7, 1920.

John Gronos, No. 1321, a native of Finland, age 30. Drowned at Lokonak, Alaska, this summer.

August Kolod, No. 1076, a native of Germany, age 35. Drowned at Lokonak, Alaska, this summer.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

AN INTERESTING MEETING

An interested and enthusiastic crowd of able Seamen attended the regular meeting of The Eastern and Gulf Sailors Association, held at Headquarters, 67-69 South St., New York, on Monday evening, Aug. 30th, 1920, to hear the report of President Andrew Furuseth, concerning the outcome and results of the International Seamen's conferences at Genoa, Italy and Brussels, Belgium, whence he has just returned, together with his co-delegates, Comrades Oscar Carlson, Secretary of the Marine Firemen Oilers and Watertenders Union, and Paul Scharrenberg, Editor of *The Seamen's Journal.*

Comrade Furuseth always attracts a large audience among seamen, but on this occasion, he fairly outshone himself.

It was certainly a record meeting and the big audience hall at our new headquarters was packed to capacity with an expectant crowd of seafaring men, all eager to hear at first hand the report of our veteran president and learn just how far the gospel of Seamen's Emanicipation had progressed among the European nations.

Comrade Charles Thorsen presided at the meeting, and among those present was Comrade Harry P. Griffin, president of the Marine Cooks' and Stewards' Association and Mr. E. V. Roren, business agent of the Scandinavian branch of the same organization.

The meeting was called to order at 6 P. M., and continued in session until after 10 o'clock.

After the routine business has been disposed of Comrade Furuseth was given the floor and made an Address lasting about one hour.

But inasmuch as his report and the report of the entire delegation is to appear in *The Journal* presently we will not presume to dwell upon it here.

Certain points were made clear, however, in President Furuseth's address.

The League of Nations, its signatory powers and the European shipowners all favor the perpetuation of contract slavery in the sea-service and will concede nothing to the freedom and enfranchisement of seamen except under compulsion.

The European seamen, on the other hand, while still to some extent wedded to ancient ideals are becoming awakened to the principle of American Inpedendence and individual prerogative as embodies in the La Follette Law, and reasserted in the Jones Act. The principle, we believe, will ultimately prevail in Europe as well as in the United States, for the campaign of education already established there by the International Seamen's Union of America will continue to persist and persevere until the European seamen are emancipated, or the European powers dethroned.

In addition to Comrade Furuseth's report several very important subjects were discussed at the last meeting, and some of them finally disposed of.

The most important of all these was the decision to begin a campaign of education along the Atlantic and Gulf Coasts.

The educational work will proceed in three separate and distinct forms.

The first of these will consist of a course of interesting and instructive discourses to be delivered and continued indefinitely from branch to branch, and port to port among all classes of seamen, both union and non-union throughout the Atlantic and Gulf Coast.

The purpose of these discourses will be to instruct the rising generation of Seamen in regard to their duties and obligations to the Merchant Marine, and its officers, to their country as well as to their Union and towards each other, and in regard to their own rights and privileges as American seamen under the Constitution and laws of the United States.

This is a course of instruction of which the great majority of present-day seamen stand badly in need, and one which neither the Government, The Shipping Board, the Shipowners, nor the Sea-Service Bureau, or roof garden instructors have ever found time to adopt.

For the purposes of disseminating the doctrines of Unionism, true seamanship, loyal citizenship and lawful obedience among American seamen, it is now proposed to inaugurate a co-operative campaign of oral instruction along our coasts, to be conducted by our most capable and best qualified expounders under the joint and collective auspices and jurisdiction of the Sailors', Firemen and Stewards' Unions of the Atlantic and Gulf.

For the prosecution of this difficulty and exacting duty, the Sailors have unanimously and inequivocally declared in favor of Mr. G. H. Brown, former business agent of the Eastern and Gulf Sailors' Association at New York, and the Stewards will, in all probability cast a similar mantle upon the broad shoulders of Mr. H. P. Griffin, president of the Marine Cooks' and Stewards' Association of the Atlantic and Gulf.

Those acquainted with the wonderful and courageous records of these two gentlemen in their respective organizations will not wonder at the choice made by their admiring comrades.

Their long, loyal and oft times desperate experiences as organizers and leaders, their consummate knowledge of Maritime and industrial affairs, their broad-minded wisdom, integrity, honesty, determination and practical sense, as well as their well known oratorical powers and convincing logic, all stamp Comrades Griffin and Brown as the first and famous choice among their fellows as expounders of truth.

The second plan in our program of education, which was likewise introduced and outlined by President Furuseth, is entirely practical and technical in purpose and character.

This is to give to our younger and less experienced members thorough and explicit instruction in all the arts, mysteries and principles of practical seamanship as developed and applied to nautical science, since the days of old Jonah, and long before.

The Sailors have now acquired their own property at 67-69 Front st., New York, where their permanent headquarters are established. On the top floor of the building is a very large vacant floor, with large windows front and rear and a very lofty roof with great skylights open to the light and air of Heaven. This space, not now in use, would make an ideal sail or rigging loft.

For some time past, the Sailors have been debating how best to utilize or profitably dispose of it.

It has now been decided to remodel and equip it as a first-class nautical school, or academy, if that sounds better—where young seamen can acquire by demonstration and practice the technical and constructive knowledge, now so badly lacking, and so sorely needed in the safe and expert management of the American Merchant Marine.

Long experience has shown and numerous deplorable incidents have demonstrated both the wisdom and necessity of such a course of instruction.

No steamer ever made a sailor, neither did a training ship. Young men emerging from the Navy are worse than useless in the Merchant Marine, until they have undergone a special course of nautical training in sailing ship methods. Neither the training ships, the recruiting camps, or the Sea-Service Bureau ever do, or ever can impart such instruction.

The boys are not to blame. They are being recruited from all walks of life and the public schools to the Merchant Marine without regard to their previous inclinations or personal fitness.

All they learn in the training ships is what they learn from each other—usually not creditable, either to themselves or their preceptors.

In the Navy they learn that everything on earth must be gained by fighting, and they enter the Merchant Marine, determined to fight or bluff their way through, and collect their wages, rations and overtime, whether they are able to earn it or not. Such a state of affairs, as now exists in the American Merchant Marine in regard to efficiency, loyalty and discipline is positively dangerous and detrimental to all concerned, and disgraceful to the service.

In order to correct these abuses, therefore; to elevate the service, to creat respect for real seamen, and true seamanship, to inspire loyalty, devotion and honor among those dedicated by nature to the service of Neptune, and to uphold the American flag upon the high seas and thooughout the world, The Eastern and Gulf Sailors' Association will establish this school for the selective training of American youth and the Maritime honor of our country.

The nautical school will be opened as

soon as the necessary arrangements can be completed and the requisite gear, tools, machinery and other equipment procured.

The school will be open to all members free of charge, and will be under the immediate supervision of competent and practical seamen instructors. Here will be a splendid opportunity for ambitious young men to learn the secret artifices of their chosen craft, and one we believe of which they will eagerly avail themselves.

Boys and young men intending to qualify for officers certificates, should be among the first to enroll in our nautical school, for to send a man to the bridge without practical instruction, is like sending a student to college without elementary education.

If the plan proves successful in New York, as doubtless it will, it can be easily extended to other large ports of the Atlantic and Gulf Coasts, so that all our young members may be given a chance to qualify and excel in their chosen vocation.

A similar project is now on foot in the Marine Cooks' and Stewards' Associations also, and we believe it will be realized in the not distant future.

This organization has been desirous of establishing a practical cooking school for the benefit of its members for some time past, and only the present congested and overcrowded condition of its building at headquarters has prevented the plan from coming to fruition.

The Stewards are now negotiating, however, for the purchase of a suitable building of their own, and as soon as it has been acquired the establishment of a complete and commodious cooking school will be one of the first orders of business.

Bad cooking, bum seamanship and base manners have been the three worst banes of the American Merchant Marine for the last five years.

They have constituted the principal causes of all the ill-feeling, quarrels and discontent that have developed on shipboard, between man and man, and between mates and men in the new Merchant Marine.

It is now proposed, therefore, by the Seamen's Unions to eliminate these evil conditions and malicious tendencies by the intensive and practical instruction, and moral elevation of our own members at our own expense.

The Marine Firemen, Oilers and Watertenders' Union have not as yet had time to act upon these programs, but that they will do so at a very early date is beyond doubt. That the men in the engine room department need education in regard to their duties, and instruction regarding their rights as well as men in other branches of the service is obvious, and that the Firemen's Union need a general organizer in the field as well as the Sailors' and Stewards' Unions, is also indisputable. It is more than likely, therefore, that the organized firemen of the Atlantic and Gulf will soon elect a special organizer to co-operate with those chosen by the Sailors' and Stewards' in their campaign of education along the Coast.

The third branc hof education to be launched by the Seamen's Unions will be literary and military and will be conducted through the columns of *The Seamen's Journal*. To instruct American seamen in the rights, duties and obligations of seamen; to teach all seamen under the American flag the rights, duties and obligations of American citizenship and to repeal and dispel and truthfully counteract the evil and malicious propaganda inspired by shippressed upon the public and political minds of the country by five years of relentless and malicious propanda inspired by shipowners, both native and foreign, and disseminated by well-paid prevaricators and intellectual prostitutes of all stripes, against the Seamen's Unions and the Seamen's Act.

The only effective way to defend and preserve the Seamen's Act is to tell the truth about it, and exploit the actual conditions of sea-service obtaining in the Merchant Marine, both before and subsequent to its enactment.

Truth is mighty and must prevail, but the propagandists have always scrupulously avoided facts, or else belied them in discussing the LaFollette Law for public perversion.

The pig that keeps still sucks the most swill and the paper that stands pat and gobbles the most lies without squirming likewise gets the corporation advertising.

The high-browed, but low minded publishers are well aware of that, so they will gag at nothing with a golden husk on it.

It is up to us old sailors, therefore, with long experience and everlasting memories to set the public right as to facts, and confound the prevaricators as to fabrications.

JAMES H. WILLIAMS.

PROGRESS AT PORT ARTHUR

An interesting communication from Comrade William Miller, agent of the Eastern and Gulf Sailors' Association at Port Arthur, Texas, is at hand.

The chief topic of Comrade Miller's letter is the clearing of the American full-rigged ship "Marion Chilcot" from Beaumont, Texas, for Aalborg, Denmark, with a full union crew from first mate to cabin boy.

"This," says Comrade Miller, "is the first time in the history of the port that a square-rigger ever got away without paying tribute to the crimps The money and time saved," he adds, "is considerable."

That the cost of engaging a crew at Port Arthur through the crimps would have been "considerable," is an indisputable fact. Like all parasites the crimp is out for blood, and he will suck his victim white every time he gets hold.

When a crew is wanted for a square-rigger at Port Arthur the head crimp will take a vacation at the expense of the ship. He will travel all over the Gulf, to Galveston, New Orleans, Mobile, and sometimes as far as Savannah, Ga., ostensibly looking for seamen, and incidentally squandering the ship's money on fun and riotous living.

Then, when his vacation and rioting are over he comes back with a bunch of hoboes trailing behind him, and their expenses as well as his own are charged up to the ship, and sometimes whacked up with the captain.

Crimps all over the world regard square-riggers as their own peculiar graft and will fight to the last ditch to retain control of them.

The prohibition of advances to seamen staggered them for a while and most of them disappeared from the business, but the more crafty and persevering among them soon learned that many masters and owners of sailing ships would rather pay graft or accept bribes than conduct their business honorably through the fair and square medium of the Seamen's Union.

The organized seamen at Port Arthur refuse to ship through the crimps, and most of the narrow-visioned shipowners would rather deal with the devil (which they usually do) than allow the seamen to control their own labor.

It is a reasonable proposition to assume that no honest, right-minded shipowner would deal with Crimp & Co. at ruinous and riotous expense, when he could have capable seamen ready to hand with no expense at all, if there were not an ulterior purpose in his act.

Whenever the master of a sailing ship complains that he cannot get men except through the crimps, it is an open-face assurance that the agent of the Seamen's Union refuses to pay bribes or accept graft. The owners are usually willing to pay the tall water charges of Crimp & Co. and spread their losses over the public in order to escape the just demands of union seamen.

The master and owners of the "Marion Chilcot" have set a good example at Port Arthur in this instance and one we hope will be followed by their competitors.

Comrade Miller informs us that the "Marion Chilcot" was engaged for many years in the oil trade between San Francisco and the Hawaiian Islands, and that her skipper, Captain Anderson, is well known on the Pacific Coast. The ship, which was formerly owned by the Associated Oil Co. of California, has

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Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

DIMENSIONS OF THE U. S.

The gross area of the United States is 3,026,789 square miles. The land area amounts to 2,973,774 square miles, and the water area—exclusive of the area in the Great Lakes, the Atlantic, the Pacific, and the Gulf of Mexico within the three-mile limit—amounts to 53,015 square miles. These and other data determined or compiled by the United States Geological Survey, Department of the Interior, to show the limits of the continental United States contain some interesting facts.

The southernmost point of the mainland is Cape Sable, Fla., which is in latitude 25° 07′ and longitude 81° 05′. The extreme southern point of Texas is in latitude 25° 50′, and longitude 97° 24′. Cape Sable is therefore 49 miles farther south than the most southern point in Texas.

A small detached land area of northern Minnesota at longitude 95° 09′ extends northward to latitude 49° 23′.

The easternmost point of the United States is West Quoddy Head, near Eastport, Maine, in longitude 66° 57′ and latitude 44° 49′; the westernmost point is Cape Alva, Wash., in latitude 48° 10′, which extends into the Pacific Ocean to longitude 124° 45′.

From the southernmost point in Texas due north to the forty-ninth parallel, the boundary between the United States and Canada, the distance is 1,598 miles. From West Quoddy Head due west to the Pacific Ocean the distance is 2,807 miles. The shortest distance from the Atlantic to the Pacific across the United States is between points near Charleston, S. C., and San Diego, Calif., and is 2,152 miles.

The length of the Canadian boundary line from the Atlantic to the Pacific is 3,898 miles. The length of the Mexican boundary from the Gulf to the Pacific is 1,744 miles. The length of the Atlantic coast line is 5,560 miles and that of the Pacific coast line is 2,730 miles. The Gulf of Mexico borders the United States for 3,640 miles.

Nearly all maps of the United States show the parallels of latitude as curved lines and are likely to lead the ordinary observer to believe that certain eastern or western States are farther north than some of the central States that are actually in the same latitude. For this reason, one who is asked which extends farther south, Florida or Texas, is very likely to say "Texas," but, as stated, the mainland of Florida is nearly 50 miles farther south than the southermost point in Texas. For the same reason, when we consider the geographic positions of countries south of the United States we find that errors are likely to be made in estimating position or extent in longitude. Few realize that the island of Cuba, for example, if transposed directly north would extend from New York City to Indiana, or that Habana is farther west than Cleveland, Ohio, or that the Panama Canal is due south of Pittsburg, Pa., or that Nome, Alaska, is farther west than Hawaii.

METAL LIGHTER THAN ALUMINUM

The lightest metal now known that remains comparatively unaltered under ordinary atmospheric conditions is magnesium, which is only two-thirds as heavy as aluminum. Magnesium is a beautiful silvery-white metal that has been made in the United States only since 1915 and is now made at but three plants. It is known to comparatively few people and to most of those few chiefly as a silvery powder used for making flash lights in photography. It was imported from Germany for this use for many years. During the world war large quantities of powdered magnesium were made in the United States for use in star-shells designed to illuminate battle fields at night, as well as in special shells designed to show in the daytime exactly where the shells containing it exploded. The white cloud by day and the brilliant white pillar of fire by night—both striking features of the battle fields of the world war—were produced by the combustion of magnesium.

Magnesium in massive form, as sticks or rods, is used to deoxidize other metals in foundries and is a constituent of alloys. More magnesium is now used as a deoxidizer or scavenger in metallurgy than for any other purpose, but its employment in alloys is increasing and may eventually become the largest one. An alloy of magnesium and aluminum is used in making castings for aircraft engines and parts of airplanes. The skeleton of the British airship R-34, the first dirigible to cross the Atlantic, is an alloy of aluminum and magnesium, and the yacht Resolute, the defender of the America's cup in the races in July, 1920, as well as the alternative defender the Vanitie, carried gaffs made of this alloy.

The demand for metallic magnesium has slackened since the war, however, and in 1919 its production in the United States amounted to 127,465 pounds, valued at $247,302, a decrease of 55 per cent in quantity and 60 per cent in value from 1918. A report on the magnesium industry in 1919, by R. W. Stone, can be obtained free on application to the Director, U. S. Geological Survey, Washington, D. C.

TAX ON LAND VALUES

Opposition to the Ralston-Nolan bill for a 1 per cent tax on land values is fostered by big interests and "professional" farmers, says the Farmers' Open Forum, bulletin of allied farmers' organizations that maintain legislative headquarters in this city.

The bill exempts land values up to $10,000 and the Open Forum cites statistics to show that this measure will not affect bona fide farmers, whose land values average much less than $10,000.

The Open Forum refers to the 1907 official report of the New York City tax commission, which stated that the assessed value of the land of six square miles in the neighborhood of Central park (the most exclusive part of the city) is greater than the assessed value of all the real estate of the state of Missouri.

"In the New York Times of May 13," says the Open Forum, "is displayed on the front page the story of a $40,000,000 real estate deal. The project is the improvement of two city blocks by buildings to cost $25,000,000. The land is to be leased—not sold—for 21 years, at an aggregate rental of $15,000,000 or an average of over $700,000 a year.

"If any farmer will take a little time to figure what the value of these two city blocks is that can command a bare land value rental of $700,000 a year, estimated on any reasonable interest return basis, he will get a pretty clear idea of what is meant by land values, and where the great bulk of land values is to be found."

WOULD STOP OCEAN'S TIDE

Vice Chancellor Backes of Newark, N. J., has received enough publicity to qualify for the "movies" because of his decision that a union-shop contract "has found no judicial sponsor," and that a strike to enforce a union shop contract is illegal.

"In whatever form organized labor has asserted it (the union shop), the judiciary of the country," said the chancellor, "has responded uniformly that it is inimical to the freedom of individual pursuit guaranteed by the fundamental law of the land and contravenes public policy."

After the chancellor delivered this awesome verdict in an attempt to stop the ocean's tide he retired from the center of the stage while the various units of the trade union movement continue signing union shop agreements in increasing numbers.

The chancellor's wrath was directed at structural iron workers who refused to work for Donnell-Zane company, sub-contractors, on a building in this city, because they employed non-union iron workers on a job in New York city. The firm attempted to employ non-unionists on its Newark job, but the architect informed them that the contract called for union men. The sub-contractors refused to recognize that part of the contract and the architect notified the main contractor that the contract would be cancelled if union men were not used.

NO TAX ON IDLE LAND

"One of the curious things in connection with our war taxes," says the taxation press bureau, "is the fact that no federal tax has been laid upon idle land. Taxes have been laid upon incomes, upon profits and upon all manner of business, but not one cent does the federal government get from those who own the unused lands of the country, which have increased in value so enormously.

"This ownership represents a stupendous sum. The committee of manufacturers and merchants on federal taxation with headquarters at Chicago, estimates that between $50,000,000,000 and $60,000,000,000 worth of vacant land pays no taxes at all to the federal government. This leaves the whole war burden upon business and upon those who do the work of the country.

"To correct this evil the Ralston-Nolan bill, now pending in congress, lays a tax of 1 per cent on land values, without improvements over $10,000. This includes urban, agricultural, coal, oil, mineral, timber, water power lands, etc. The tax would return to the government about $1,000,000,000 and permit the remission of that amount from taxes on industry that enter into prices and increase the cost of living."

ATLANTIC COAST AND GULF

(Continued from Page 9)

recently been sold to George W. McNear of San Francisco.

Comrade Miller further reports that the four-masted bark "Falls of Clyde," owned by the same concern, has just arrived at Port Arthur to load for Denmark. We hope that her skipper will be equally successful in obtaining a crew through the Seamen's Union.

JAMES H. WILLIAMS.

AN EVENING AT HOME

For the first time since their new clubhouse and branch headquarters was opened on June 15, 1920, at 260 President street, Brooklyn, the Scandinavian section enjoyed the privilege of entertaining President H. P. Griffin, Secretary W. L. Cartledge and Business Agent David Grange of the Marine Cooks' and Stewards' Association of the Atlantic and Gulf, at a special supper and fraternal and social gathering on the evening of August 20.

The event of the evening was the regular weekly meeting of the branch, which preceded the social functions. The meeting was largely attended by an intensely interested and highly enthusiastic audience of youthful Scandinavians, many of whom are still serving, though for American wages and practically under American conditions, in ships flying their own national flags.

All listened attentively and decorously to the stirring and illuminating addresses made by the visiting officials, lustily applauding every point scored by the speakers.

The English language was so well understood by the audience that no interpretation of the speakers' remarks was necessary.

After the meeting the house party and guests adjourned to the spacious mess-hall, where an elegant but substantial supper was served, and was highly enjoyed by all assembled.

After supper the entire company repaired to the meeting hall on the first floor, which had been cleared for action and set in order meanwhile.

So the auspicious evening ended with music, dancing, new stories and old songs, and social diversions and felicitations of the happiest kind.

To make the festivities more enjoyable and sociable, President Griffin and Secretary Cartledge brought some members of their families along to grace the affair. With Mr. Griffin was his son Harry, Jr., a well-grown lad of 15, who is now attending the high school and intends to learn all he can in order to become a prominent and successful union advocate like his daddy some day.

With Mr. Cartledge were Mrs. Cartledge and their youngest daughter, Ruth, aged nine.

Our combined business meeting and house party provided a most suitable and auspicious initiation of the Scandinavian Branch, which has been a unit of the International Seamen's Union of America just one year, having affiliated on August 30, 1919.

After the entertainment our guests were shown over the spacious and comfortable premises and expressed themselves as highly pleased and deeply impressed with all they saw. And Business Agent and Mrs. E. V. Roren were showered with well deserved and unstinted plaudits of praise and encouragement for their very efficient and unselfish services, both to their fellow countrymen and the International Seamen's Union.

JAMES H. WILLIAMS.

REPORT BY SCHARRENBERG

(Continued from page 2)

particular, expressed confidence that there would be no cause of complaint on that score.

On the question of revising the German seamen's law we had a long and interesting discussion. Paul Muller, for many years past the editor of the Seamen's official paper and the chief executive of the seamen's section of German Transport Workers' Union, had on previous occasions opposed the American proposals for "the right to quit," etc. It developed, however, that there had been an all-around misunderstanding upon the main points in the American program. At any rate, Paul Muller stated that since 1892 he, personally, had favored the abolition of imprisonment for desertion.

Altogether, the conference was a decided success—because it removed misunderstanding and on the issues of most vital importance to the world's seamen it resulted in a virtual agreement by the men who guide the destinies of the German Transport Workers' Union.

As regards the affiliation of this union with the International Seafarers' Federation it was said that they would not "beg to be admitted," but would consider an invitation to join.

Subsequently, at the Brussels meeting of the International Seafarers' Federation, the application for affiliation made by the independent German Seamen's Union was rejected.

Then, on motion of one of the delegates from the British Seamen's Union, the two factions of German seamen were urged to get together in one union and then come into the Federation.

I did not find it necessary to visit the Seamen's Union of Holland because there were ample assurances that the union would be ably represented at the Brussels conference. It should be noted that the representatives of the Holland seamen voted with the American delegates in the Genoa meeting.

The Belgian Seamen's Union, with headquarters at Antwerp, is an organization with several sections, as follows: Sailors and firemen, cooks and stewards, etc., boiler-scalers, ship-painters, and fishermen. Nearly all their officers speak several languages and I had no difficulty in making their acquaintance. It will suffice to say that delegates from the Belgian Seamen's Union changed their attitude toward the American proposals and voted for them at the Brussels conference.

Antwerp is one of the busiest ports on earth. It is now the starting point of 89 navigation companies, many of the lines going to all parts of the world. It is also the calling point of 40 foreign lines. This is in striking contrast to the cemetery-like aspect of the port of Hamburg.

Fraternally,

PAUL SCHARRENBERG.

WORTH WHILE SUGGESTIONS

(Continued from Page 7)

twenty-five years. I was also a personal friend and admirer of that grand man who has recently "Crossed the Bar". The late Hon. James G. Maguire, the author of the Maguire Act, the first law which went toward making the American Sailor free. If he had been permitted to have his way, he would have made the ships free too.

I believe that ships, and the movements of ships, are very much hampered by unnecessary red tape. I believe with Franklin K. Lane that, "The place for red tape is in the furnace."

In short, I believe in free trade. However, also quoting from the theory of Henry George, I would not only free trade from the exactions of the tax gatherers at our international borders, but I would free it from the exactions of the tax gatherers at home.

I believe in the same freedom for men that the birds enjoy—freedom to come—freedom to go—freedom to do as they please, provided—always provided, that they do not interfere with any other man's rights.

If I were a sea gull, sojourning at Santa Barbara say, living on sardines and other fish, and fish happened to get scarce, and I flew down the coast to San Pedro, where fish were more plentiful, would any other sea gull say, "Hold on there! You can't fish there unless you give me one third, or one half of what you catch!"

No, only man is foolish enough to tolerate such a system as that.

If you really want to encourage ships and shipbuilding, I beg to suggest that you ask the tax gatherers to get off of their backs.

International Seamen's Union of America

(Continued from Page 5)

LAKE DISTRICT

SAILORS' UNION OF THE GREAT LAKES

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CHICAGO, Ill.....355 North Clark Street
PATRICK O'BRIEN, Secretary
THOS. A. HANSON, Treasurer
Phone State 5175

BUFFALO, N. Y.....GEORGE HANSEN, Agent
55 Main Street. Phone Seneca 5588

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P. O. Box 214

SAN PEDRO, Cal.....P. O. Box 54

ALASKA FISHERMEN'S UNION

Headquarters:

SAN FRANCISCO, Cal.....49 Clay Street

Agencies:

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ASTORIA, Ore.....P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC

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PRINCE RUPERT (B. C.), Canada.....P. O. Box 1675
KETCHIKAN, Alaska.....P. O. Box 201
PETERSBURG .....Alaska
UNGA .....Alaska

UNITED FISHERMEN OF THE PACIFIC

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SAN FRANCISCO, Cal.....166 Steuart Street
Phone Sutter 2205

STOCKTON, Cal.....F. E. McFARLANE, Agent
46 West Main Street

B. C. COAST STEWARDS

FRED WALSH, Secretary
VANCOUVER, B. C.....347 Pender Street W.

Labor News

In an appeal to members to pay their dues, the Fort Smith, Ark., Business Men's Club states that some of the receipts were used in the non-union shop campaign. These low wage advocates say. "Mr. Business Man, are you contributing your funds to fight the people who make it possible for you to be in business?"

The Wyandotte County District Court has set aside that portion of the Kansas "can't-strike" law which makes it illegal for one person to urge another person to strike. The court discharged a worker who was charged with "influencing." Opponents of the law say the decision is a body blow to the Peonage Act, as the court's ruling hits one of the most important provisions of the Allen plan. The State will papeal the decision.

In his report to the convention of the International Broom and Whisk Makers' Union, General Secretary-Treaasurer Boyer stated that during the past year "100 per cent. of our members have secured increased wages and improved conditions of employment through the organization, in most instances without a strike or any lengthy controversy. Practically all of the large broom centers are organized and in most of these places we have working agreements."

The average rice exports of the entire United States during the period from 1910 and 1914 were less than 20,000,000 pounds a year; today they run from 30,000,000 to 60,000,000 pounds a month. Last year California rice mills handled $21,000.000 worth of grain. The first commercial rice field in the State was planted in the Sacramento valley in 1912. The California rice growers prophesy they "will show the American people that rice is one of the finest foods in the world."

In a report issued by the Canadian Department of Labor this reference is made to affiliates of the A. F. of L.: "In Canada the international trade unions have a total membership of about 200,000; their policies are well known. In the industrial field they endeavor, by crafts, to negotiate agreements with employers by direct conference or arbitration, a strike always being a last resort."

Several shipbuilding and ship repair shops in Mobile, Ala., have declared for the non-union shop. Recently metal workers struck for higher wages and improved working conditions and now the yards declare for individual bargaining. They will employ union men, they say, but they want it understood that not enough will be employed to make effective any change in working conditions. This system is what the employers call the "American" plan.

Strikes in the coal industry are not affecting production, according to the United States Geological Survey. During the week ending August 28 bituminous coal mined totaled 11,174,000 tons. This is an increase of nearly 500,000 tons over the preceding week. Anthracite production totaled 1,200,000 net tons for the week ending August 28, an increase of 207,000 tons over the preceding week. During this period there were several thousand anthracite miners on strike in the Pittston (Pa.) district.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
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Thorpe, J. W.
Vilen, I.
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Yorkvelt, A.

Aberdeen, Wash., Letter List

Anderson, Fred
Anderson, John (registered)
Anderson, E. F. (registered)
Anderson, James
Anderson, Andrew
Brandt, H.
Berke, C.
Barton, M.
Brun, Mattias
Bedford, A.
Bradsbery, Geo.
Carlson, Oscar
Forsman, Niels
Hansen, Johan G.
Hansen, H. O.
Hanson, Halvor
Halvorsen, Halvor
Halvorsen, Hans
Janson, John
Johanesen, Alf.
Johnson, Karl
Johannesen, Jonas
Johanson, Emil
Jorgensen, Jack
Kepper, Henry
Kinnunnen, Ant.
Olsen, Alf
Petersen, Hans
Roneld, P.
Randmets, Mike
Risenius, Sven
Saro, W. R.
Smith, Carl Johan
Toren, Gustaf
Tourela, Erick
Vejvorda, Frank
Wattel, P.

SAN FRANCISCO
Alaska Fishermen's Letter List

Andersen, Oscar
Anderson, Hilding
A. L. N.
Bakinen, John
Bjorseth, Konrad
Carlson, Gust
de Blom, A.
Ericson, Rob
Erickson, John
Groth, J.
Hansen, Emanuel
Hansen, Anton
Hakanson, Ingvar
Isakson, Erick
Jacobsen, Jack
Johansen, F. C.
Johansen, Karl W.
Johnson, John
Karlson, George
Kjerdalen, Ole
Kristoffersen, H. O.
Leskinen, Fred
Levele, Ed.
Lindeberg, Ernest
Lauren, William
Lund, Frank
McNeill, Daniel Ross
Moxnes, Chris.
Mikelsen, P.
Newton, A. B.
Olofson, Charles
Osterman, John
Olsen, Thom
Olsen, John
Ome, Tobias
Olsen, George
Peterson, Frank
Rasmussen, Peter
Skovba, Nils
Shivers, Witt.
Svenson, August
Schultz, Walter
Tennison, Peter
Wamsa, August Peter

Registered Letters

Cranzzi, Rosolino
Meyer, Hans
Mittenmeyer, J.
Rasmussen, P.
Smith, R.

INFORMATION WANTED.

Any one knowing the whereabouts of John B. Isaacs will please notify Chas. F. Bullock, Marine Cooks' and Stewards' Association, 321 Twentieth street, Galveston, Texas. Matter of great importance. 3-31-20

Members of the crew of the S. S. "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members, and the respective amounts due thereon is as follows:

Amudsen, R.	$22.50
Eugene, John	22.50
Makinen, K.	22.50
Mattson, Geo. J.	22.50
Rehnstrom, A.	26.25
Sjoholm, J. W.	22.50

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Rudolf Knutsson is anxious to ascertain the whereabouts of his brother, J. Harvid Knutsson, a native of Trellerborg, Sweden, age 20, last heard from in New York, in April, 1918. Please address his brother, care Sailors' Union of the Pacific, 59 Clay street, San Francisco, Calif. 1-7-20

Albert Nord, a native of Sweden, is inquired for by his brother, David Nord, General Postoffice, Brisbane, Australia 5-19-20

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INFORMATION WANTED

Any one knowing the whereabouts of Karl Reese, age 30, last heard of in Iquique, Chile, October, 1916, bark Herbert," will please notify George Zimera, Sailors' Union, P. O. Box 65, Seattle, Wash. 1-21-20

Tacoma Letter List.

Dominguez, Joseph
Grondund, Oscar
Johnson, John
Kuhlmann, Emil
Mattson, Walter
Melgail, Mikel
Person, Fritz.
Leonard
Rainhard, H.
Reilly, Ralph
Rydelius, Rolp
Shumko, Nick
Smith, John
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Svanson, Harold
Swanson, H. -1216
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Andersen, A. C
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Anderson, A. B.
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Alakaihn, Moses
Allen, I. J.
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Bach, Soren
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Blake, Frank
Bohm, Gust
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Carmelie, Guiseppe
Custer, Kenneth R.
Danilson, Albin
Darlington, Wm.
Davison, Jim
Diez, H.
Dooly, Frank E.
Douglas, Joseph
Durett, J. E.
Erickson, J.
Erickson, Hans E.
Ellegard, M.
Engler, S. H.
Enberg, Einar
Fogelberry, Harry
Forsberg, Swen S.
Fugman, Arthur
Gilkison, A. F.
Golden, Roy L.
Graff, John D.
Gronbeck, H.
Gruber, J.
Halley, W.
Hanson, August
Hanson, Oskar W.
Hardie, Wallace
Hogstrom, Karl I.
Holland, E. A.
Heino, Gust
Henrikson, Geo.
Huber, Charles S.
Hurley, Michael
Irmey, Feodor
Jacobs, Fulton
Jernberg, Alfred
Jespersen, Martin
Johnson, Emil
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Jones, E. L.
Kalfholm, Edw.
Kauko, Axel
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Kennedy, B. L.
Kjellberg, A. C.
Klaver, R.
Krause, Frank
Kristiansen, Wm. A.
Laine, A. A
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Larsen, Hans
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Larson, C. J. -1632
Leisig, John
Lindner, John P.
Lovell, G.
Lundgren, Gust
Malech, Frank E.
Malkoff, Peter
Matson, R. M.
McCroskey, Ray A.
McGregor, Thos.
McLeod, Angus
McLean, M. R.
Mikkelsen, Harry
Moyer, Geo. E.
Neilsen, H. J.
Nelson, Nels
Nelsson, C.
Neuling, G. A.
Nilsen, Christ
Norberg, John E.
Olsen, Michael
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Olson, John
Pederson, Geo.
Peterson, Mauritz
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Pyne, J. W.
Raanes, Johan
Rader, Allen
Rautio, Jack
Reiman, Tovo H.
Rier, Earl W.
Robertson, E. J.
Robles, Frank
Ross, Geo.
Saine, Arthur A.
Salonen, Victor
Salin, Toivo H.
Sandvik, S. G.
Scott, M.
Shalin, Nils
Sibley, M.
Sinclair, P.
Smith, Carl J.
Slade, I. S.
Spencer, Tom
Stout, R. E.
Sutse, Michel
Svansson, Ernest
Taylor, Bert
Thomson, Henry
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Tinstrom, A. R.
Tuhkanen, John J.
Walmough, P.
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Bengtsson, Sigfried
Bergeson, B.
Berglund, Emil J.
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Braden, W. A.
Beschorner, Robert
Brown, Irving W.
Bye, Kristian
Burge, Larence
Cage, Tom
Carlsson, Chas.
Cariera, Peter
Carr, R. W.
Craig, Thomas
Cowan, Wm. L.
Church, C. E.
Davis, Orville
Daw, Walter
Deaver, Alvin
Desmond,, Albin
Doty, Erwin
Daunt, C.
Dreger, Jack
Dragich, Peter
Drennan, W. N.
Eliasen, John
Ek, William
England, Thomas
Evans, Wilbert
Evensen, Alex
Farrell, H. D.
Feeder, Geo.
Fickle, Omer
Fottinger, Karl A.
Folvik, Ludvig
Forde, Alfred
Frair, Enoch
Freiberg, P.
Franzell, A. H.
Freitag, F.
Gayton, H. L.
Grasson, Joe
Gronthal, Arthur
Golden, Roy
Gulbrand, Ulrik
Hansen, Olaf
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Klieman, Otto
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Larsen, Johan -1542
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Lowrey, John R.
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Lucander, Hjalmar
Maahs, Willy
Magnussen, John
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McNeill, John
McGhee, E. J
McRae, Jack
Mize, J. H.
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Monson, Edvin
Moritz, W.
Murphy, Francis J.
Nauta, H.
Nankinen, Fred
Nelson, Ernest
Nelson, Charlie
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Nilsson, Edward
Ogren, Victor E.
Olofsen, O. A.
Olsen, Ole
Olsen, Harold
Olsson, Otto
Pett, Dick
Petersen, Hugo
Peterson, August
Raaum, Harry
Rasmussen, Swend
Roberts, Bob
Roberts, J. W.
Robertson, E.
Robinson, Fred C.
Rod, Halfdan
Rossdam, Harry
Rosenthal, N.
Rohman, Pete
Runge, R.
Rueter, Amandus
Sahlberg, Rudolf
Sanders, Chas.
Sandberg, N. A.
Saxby, Charles
Sandstrom, O. H.
Salin, Henry
Schladen, H.
Scaharry, Jacob
Schaumberg, W.
Scottol, Andrew
Scrivers, W.
Seland, Hans
Smith, Carl Johan
Soder, Paul
Strehle, F.
Strauss, Walter
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Swindells, William
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Veckenstedt, W.
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Packages

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Erickson, E. R.
Nanhinen, Fred.
Peters, J. M.
Pinnington, H. D.
Young, William
Zoerb, Walter

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INFORMATION WANTED

The Centrale Bond Van Transportarbeiders have placed in my hands claim of the father and mother of L. Verhoef, seaman who met his death on the S. S. "Balosaro" April 29, 1920. An old spring line broke, curled around Verhoef's left leg and yanked him on to the winch while he was operating it. Before it could be stopped his leg was taken off. He died two hours later at the hospital. Will members of the crew please report here promptly. The master has made an entry in the log book to the effect that the deceased met with his death through intoxication, which statement we believe to be utterly false. I am acting for the dependent relatives. It is the duty of seamen to tell the truth. Your dependents may be in the same position some day.—S. B. Axtell.

8-25-20

Home News

President Wilson has officially invited former Premier Orlando of Italy to visit the United States.

Railroads were authorized by the Interstate Commerce Commission to enforce new freight rates and passenger fares until November 1 without observing the long and short haul clause of the interstate commerce act.

One hundred and fifty-one convictions have been obtained in the campaign of the Department of Justice against profiteering. Since the campaign was instituted 1854 arrests have been made and 1499 indictments returned.

An offer of $160,000 for the naval ordnance plant at Dayton, O., submitted by John F. Ohmer of Dayton, is being considered by the Navy Department. The plant was purchased during the war for the manufacture of fire control instruments.

Contingents of the United States Army are being maintained in ten widely separated sections of the world. Out of a total strength of 203,870, units in continental United States comprise 153,000; in the Philippines, roughly 20,000; Germany, 15,690; Hawaii, 4600; Panama, 4350; Porto Rico, 1500; China, 1500; Alaska, 890; France, 138; and England, 13.

Retail sugar prices will not drop before January 1, and they may increase, John B. Floyd, special agent of the Department of Justice "flying squadron" of profiteer hunters, announced after a conference with officials of three large refining companies and representatives of wholesale grocers. The possibility of a greater sugar shortage than was felt last year also was indicated by Floyd.

During the first six months of 1920, 57,080,740 pounds of rice were exported from San Francisco to foreign ports, the Dutch East Indies, Chile and Canada taking most of the shipments. In addition, a quantity of rice imported into San Francisco from China and Siam were re-exported to Colombia and other southern countries. It is bought by Chinese, who decline to eat Japanese or American rice which is of the Japanese type.

The Interstate Commerce Commission has assumed jurisdiction over the Mackay companies, known as the Postal Companies and the Commercial Cable Company, and ordered them to file annual reports beginning from 1917 and to make full statements of their books and records. The Mackay companies had refused to report to the Commission, but afterward a stipulation was signed admitting the Commission's jurisdiction only over the lines of the companies situated within the United States.

Tentative plans for the construction of a large dirigible hangar at the Naval aviation base on North Island, San Diego, Cal., was announced by Secretary Daniels. Although the Army, which also makes use of the island as an aviation base, has offered some objections to the project, the Secretary said he believed these could be overcome through agreement of the joint aeronautical board. The projected hangar would be 1000 feet long and 100 feet high, and would be used to house the first Navy dirigible assigned to the Pacific Coast.

Domestic and Naval

Bitter denunciation of the Denver daily press because of its treatment of the street car men's strike in that city marked the convention proceedings of the State Federation of Labor. A strong agitation for a daily newspaper, controlled by organized labor, was developed.

The ship "Montauk," 1366 tons, en route from Cebu, Philippine Islands, to Auckland, New Zealand, went ashore seven miles northeast by east of Line Island in Manning straits, Solomon group, August 4, and is believed to be a total loss. Captain B. L. McGrath and a crew of about fifteen men were saved.

The advance of $1.50 a pound in the price of net twine is a serious matter for the fishermen of British Columbia, as the fishing industry is one of the most important in the Province. The advance brings the price of nets to $3.40 and $3.50 per pound, which means that a net costing $300 before the rise will cost $450. In 1915 net twine sold at $1.63 to $1.70 per pound.

Extensive harbor improvements have been planned for the two chief ports of the Canary Islands, Las Palmas (Grand Canary) and Santa Cruz (Teneriffe). These projects, which have been approved by the government at Madrid, include new wharves, warehousing facilities and everything needed by a modern port with a large maritime traffic. It is estimated that the execution of the plans will cost about $10,000,000 for each place.

Great Britain has initiated diplomatic conversations with the American government as to the liability of the United States for expenditures necessitated by the detention in American ports of the seven former German liners allocated to this country for the homeward movement of American troops. The ships were held up by the Shipping Board after their surrender by the War Department, but finally were delivered to England.

The Shipping Board announces that it has entered into a contract with the Atlantic Gulf Oil Corporation for supplying crude and fuel oil to be delivered over a period of one year beginning on or about January 1, 1921, in cargo lots at the supplier's terminal, Tecomate, Mexico, as follows: 6,000,000 barrels of fuel oil of a minimum gravity of 15° Beaume, at $1.25 per barrel, including taxes; 9,000,000 barrels of crude petroleum of a minimum gravity of 20° Beaume, at $1.25 per barrel, including taxes. The Shipping Board is to provide the tank steamers to transport the oil.

Japanese fisheries in South Saghalien and the Russian maritime province unmolested by the Bolsheviki have been able to make good profits. Fishing activities in that region are in the hands of the Russo-Japanese Fishery Company, which is engaged in catching cod, herring and salmon. There are thirteen fishing grounds in Saghalien, operated by approximately 3,000 fishers of this company. Thirteen steamers of over a thousand tons each operate in this region and five others in Kamchatka, while five canneries are run in both districts. Herring fishing shows a decrease this year, but that of crabs and salmon promises to be highly satisfactory.

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JUNE 30, 1920

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Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manager, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Adolfsson, John
Allison. Beniamin
Almon, L.
Altonen, Carl
Andersen, O. -2099
Andersen, Chas. Theo.
Andersen, N. F.
Andersen, S. P.
Andreasen, H. -1477
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Anderson, A. G. -2440
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Andersson, C. -2001
Andersson, G. A.
Andersson, G. S.
Anderson, John
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Andersson, O. L. -1363
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Arneson, Aug.
Aso, Gustav
Attaberry, Clarence
Augustin, H.
Aylward, Ja

Backe, C. V.
Baggs, H. L.
Baggs, Morris
Bandel, Curt
Bang, Oscar
Baptiste, Lawr.
Baris, N.
Barlow, R.
Behni, W. A.
Bendixen, Hans
Bergstrom, G. A.
Beschorner, Robert
Bews, James
Bjorklund, Gotfrid
Blair, Frances
Block, Paul
Blomgren, C. A.
Blomgreen, A.
Bloom, Pete
Boerner, P. F.
Borgeson, Hilding
Botsford, R. D.
Boyland, O. J.
Bratt, A. W.
Brander, Wm.
Brauner, C. A.
Broman, Karl
Broomhead, R.
Broshear, A. O.
Brown, H. W.
Bryning, Wm.
Bryning, Walter
Buckner, Chas. W.
Burgraff, Alb.
Burke, Gunnar

Callahan, Patrick
Carlsen, Sverre
Carlson, August
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Christensen, C. D. -1042
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Christensen, Jorgen -1731
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Clarke, Matthew
Clausen, Louis
Clever, Hugo
Clug, Fredrick
Cobb, Ralph H.
Colman, J.
Conley, Irwin
Cooper, C. E.
Coulyou, Joseph
Culman, F.

Dabls, Ogden
Dahlgren, Wm. A.
Davis, Warren
DeGuire, Ray
DeMario, Thos.
Demorest, C. E.
Delaney, G.
Dell, E. O.
DeMar, Tho.
Dietz, Arnold
Dittman, Rudolf
Domke, Willi
Donnelly, George F.
Drange, F. S.
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Dommelen, G. J.
Dreyer, Jack O.
Duarte, John
Duis, John
Dumas, C.
Dunwoody, G.
Dushane, Matt

Eaton, Lawrence
Eckleberry, H.
Eide, B.
Eide, W.
Ekeland, I.
Eklof
Ellingsen, Harold
Ellis, F. L.
Endemann, M.
Ennus, Pito
Erlandson, K. B.
Even, Frank
Evensen, Andrew

Fagerberg, Ivan
Fagerly, O.
Farevoog, C. M.
Farrell, Bernand
Fellman, Geo. E.
Fick, Max
Fjellman, George
Fletcher, Jos.
Freese, Paul
Fredricksen, O.
Fredricksson, F. O.
Frost, Peter
Fuller, Geo. E.

Ganser, Joe
Gardell, Joe
Gardes, F. J.
Germenis, Socrates
Gonzales, O. J.
Graham, Ray
Grainge, Arnold
Graham, Thos.
Grady, Will. A.
Granberg, Fred
Gregory, M. N.
Green, Lawrence
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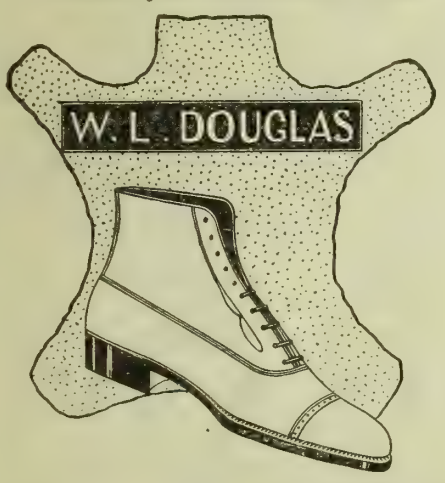

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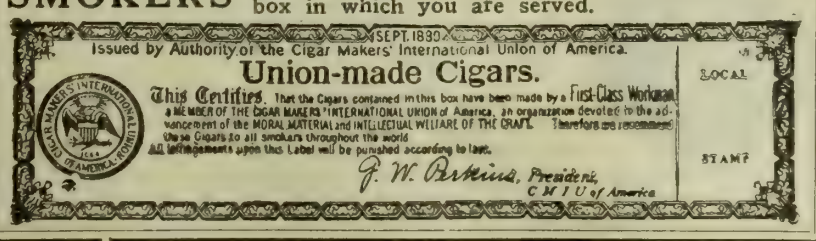

News from Abroad

Advices from La Paz, Bolivia, say Great Britain has recognized the new Bolivian Government.

A preliminary peace treaty has been concluded between the Russian Soviet Government and Armenia.

British and American associations of Peking have presented a resolution to British Minister Eliot opposing renewal of the Anglo-Japanese alliance.

Prohibition is not making great headway in Sweden, judging from figures of membership of the various temperance organizations, which show that the organizations and societies lost last year over 10 per cent. of their members.

Spanish custom officials are instructed by an order issued by the Ministry of Finance to take possession of flour mills, which the Government will in future control, in order that flour may be properly distributed.

An agreement has been reached between the Prague, Belgrade and Bucharest governments, called the "little entente," for the self-protection of Czecho-Slovakia, Serbia and Rumania against Russia or enemies in the Balkans, according to the Giornale d'Italia.

Twelve million children in Europe lost one or both parents during the war, it is shown by compilations gathered by the representatives of the American Red Cross in eighteen countries. Russia leads with 4,000,000, Germany follows with 3,000,000, and France has 1,000,000.

Oil has been struck by the Imperial Oil Company just within the Arctic circle, north of the Great Slave lake, and close to the Mackenzie river, according to an announcement. The flow is small, about ten barrels a day, and possibly cannot be made use of economically.

President Irigoyen has instructed Dr. T. A. Le Breton, Argentine Ambassador at Washington, to sign the reciprocal treaty relative to commercial travelers recently agreed on between the United States and Argentina. Salesmen of alcoholic beverages are excluded from the provision of the pact.

As a result of the shortage of fuel in French Guiana, arrangements are being made for two freight-carrying aeroplanes to travel fortnightly between the above-named colony and British Guiana to transport certain supplies to Cayenne; to obviate the necessity of depending entirely on steamer services.

The total losses in killed and missing suffered by the German army and navy in the great war were set recently for the first time at 2,243,364, in an announcement of semi-official nature. Of this number 500,000 men were termed "missing and most likely dead." Fatalities in the army were said to number 1,718,608 and in the navy 24,756.

Newfoundland is demanding better steamship facilities for transatlantic trade than are available at present. Before the war Newfoundland was served by both the Allan and Furness Lines, but the Allan line—which has been absorbed by the Canadian Pacific—no longer calls at Newfoundland, while the Furness Line service is limited to the SS. "Digby" and "Sachem," the latter a somewhat old boat.

With the Wits

"Does Cholly live on the avenue?" "No, Cholly lives on his father, who lives on the avenue."—New York Globe.

Doctor—And has your husband had any lucid intervals, Mrs. Smith?

Mrs. Smith—'Es 'ad nothin' except what you ordered him, doctor.—Tit-Bits.

"Look here, sir," exclaimed the maiden lady, "I want you to take back that parrot you sold me. I find that it swears very badly." "Well, ma'am," replied the dealer, "it's a very young bird; it'll learn to swear more perfectly when it's a bit older."—Stray Stories.

"This furniture is antique?" "Yes." "Did you inherit it?" "In a way. My grandfather bought it from a man on the installment plan, and I took over the payments."—Louisville Courier-Journal.

"Gentleman to see you." "Tell him I'll see him in about half an hour." "He says he won't wait a minute." "Show him in instantly then. He must be worth seeing."—Toledo Blade.

Daughter—Marry that old Mr. Roxley? Why, I'd die first!

Mother—Nonsense, child! You'd outlive him forty years at least.—Kansas City Star.

Pauline—What's that second umpire doing behind the pitcher?

Paul—Why, he keeps his eye on the bases.

Pauline—Oh, I see—and when he isn't looking the players try to steal the bases?—Buffalo Express.

Young Wife (in the country)—This is a nice place you've brought me to. We've been here for four months and I haven't seen a new face.

Hub—No new face! Why, my dear, we've changed our help eight times.—New York Globe.

He—If I stole a kiss would you scream for your parents?

She—No, not unless you wanted to kiss the whole family.—Nebraska Awgwan.

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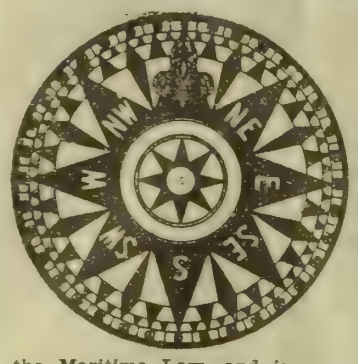

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VOL. XXXIV, No. 3. SAN FRANCISCO, WEDNESDAY, SEPTEMBER 22, 1920. Whole No. 1719.

A TEN THOUSAND DOLLAR VERDICT

Seamen Entitled to "Proper Medical Attention"

In damage suits against vessels injured or incapacitated American seamen usually find themselves on the losing side. At any rate, it is but very seldom that amounts are awarded in any degree commensurate with the suffering and the nature of the injury sustained.

With considerable pleasure the Journal therefore submits herewith the court record of an exceptional case. In this instance a poor, friendless Porto Rican messman, not even able to clearly express himself in the English language, was awarded $10,000 because of the ship's failure to furnish that "proper medical attention" to which each member of the crew is entitled. Of course, considering the fact that this man practically lost the use of his right hand, the amount in question can scarcely be called excessive. It is merely unusual.

MAISONETT vs. MUNSON S. S. LINE

Charge to the Jury

The Court (Grubb, J.)—Gentlemen of the jury, the plaintiff originally had four different causes of action which he presented in his written complaint, but the case under the evidence, as I see it, has been reduced to that presented by one cause of action, and probably it would be well for me to eliminate the other three, so as to make it clear in your mind as to what the plaintiff's cause of action is, although I have no doubt that it is clear.

One of the causes of action, the first, was that the ship was rendered unseaworthy because it had no bin for the storage of potatoes. I have construed that as a matter of law that it did not make the ship unseaworthy, as to this plaintiff.

As I understand it, the potato bin was rather for convenience than for the safety of the seamen, and therefore its absence, as I see it, could not be said to make the ship unseaworthy or unsafe as to the seamen or cooks, so that cause of action is eliminated from your consideration, and the fact that he hurt himself by scraping his finger with a nail would not entitled him to recover in this case, if that was all there was to it.

Another cause of action was that the ship had no doctor. That is, that the ship did not carry a doctor on it. The law prescribes that all ships that carry passengers other than cabin passengers, in excess of fifty, must have a doctor on the ship, but the evidence in this case, without conflict, and the plaintiff concedes it, did not show that there were fifty or more passengers other than cabin passengers on this trip, and therefore, the law did not apply to this particular trip of this ship, and the fact that the ship had no doctor would not entitle the plaintiff to recover damages in this case, so that cause of action is also eliminated from your consideration.

The third cause of action was one for the expenses of the plaintiff's maintenance from the time he was hurt up to the time he was cured, or such part of it as the ship did not furnish him, and also for his hospital and doctor's expenses if he had had any, and for his wages up to the time he was cured.

It is conceded that he received his wages during the time the rule allowed him, and he received them on account of his injury, and also that his hospital bills were paid by the shipping company, or at least not by him, and that he incurred no liability for hospital bills, and there is no evidence sufficiently definite to entitle him to his maintenance and up to the time of his cure, so I instruct you there is no cause of action made out based on the expenses and maintenance—that is, of his keep, while he was disabled, so that the last cause of action is also eliminated from the case.

Now, those three are eliminated, and just one is left, the one I am going to state, and it is based on the idea of the obligation of the ship to furnish an injured man, no matter how he was injured, with proper surgical or medical attention while he was on board the ship.

In other words, in this case the cause of action is alleged to be that the defendant or the ship failed to furnish the plaintiff proper surgical or medical attention for this scratch which he received while he was taking potatoes out of the barrel, and the law is that if the ship negligently failed to furnish him proper medical or surgical attention for an injury received while on board the ship, and while one of the crew, and his injury was aggravated by the fact, that he would be entitled to recover damages for that aggravation to his injury.

You see that cause of action would present these questions of fact which you must consider, under the evidence in this case, and resolve in favor of the plaintiff if you find for the plaintiff.

The burden is on the plaintiff to reasonably satisfy you that his cause of action is made out as he alleges it, and that requires him to reasonably satisfy you from the evidence of the different propositions that are necessary to prove his cause of action.

This last cause of action that I will not mention is, namely, the alleged negligence to furnish proper surgical or medical attention to the plaintiff after he was injured, and the first proposition on that would be that he would have to reasonably satisfy you that he did not get the medical attention or treatment which he needed, other than that which he received while on the voyage from Antilles to New York and thereafter.

In the second place, he would have to reasonably satisfy you on the evidence that the ship or the captain or the chief steward had notice that the plaintiff needed medical attention other than that which was in fact furnished to him on the voyage, and in the third place, the evidence would have to reasonably satisfy you that the ship or the captain or the chief steward received that intimation as to the plaintiff's need for further medical attention other than the ship could afford him, while there was a reasonable opportunity to get such medical attention for him, and while he was still suffering from the injury, and whether they gave him the medical attention he required, if he did require any other, than that which they gave him, and in the last place, that the defendant failed to furnish him with that medical attention which it had notice of, and that the plaintiff's injury was aggravated by that failure.

Those are the propositions you are to resolve, in favor of the plaintiff in order to entitle the plaintiff to damages in this case; also that the defendant had notice of the plaintiff's need for that medical attention, and that he failed to get it, and that that failure aggravated the plaintiff's injury.

The plaintiff's injuries consisted of a scratch on the back of his hand, which of course would be inconsequential if there was no danger of infection. That is, it concededly would have required no medical attention but for the danger of infection, caused by the fact that the scratch was caused by a rusty nail, and we all know that that would require some medical treatment to avoid the danger of infection, and the question would be whether he got the treatment that a reasonably prudent person would have furnished him for such an injury.

He did receive medical treatment on the ship, not from the doctor, but from the chief steward, as you all heard. There is no dispute about that. He says so, and the steward says so, and there seems to be little dispute about the character of the medical attention that was furnished him.

The steward says he gave him a bichloride tablet to dissolve, and told him to bathe his hand in that solution, and to paint his hand with iodine, and bandage it up, and that is what I understand, in effect, the plaintiff himself said the chief steward did.

The plaintiff produced Dr. Hammell, and asked him what was the proper medical treatment for such an injury. That is, a scratch that was caused by a rusty nail, and he said that his treatment would have been to have bathed it in carbolic acid, and I think in alcohol, and that if he knew the nail was rusty he would have injected tetanus virus, so as to inoculate him against lockjaw.

It would be for you to say, taking all the testimony in the case, whether you believe the plaintiff received from the ship the kind of medical treatment that would have been sufficient in the eyes of a reasonably prudent person, for the character of injury that he received, and that he showed to the chief steward of the ship when he submitted his hand for treatment.

If you believe the treatment was proper and sufficient that he did receive, then he has no complaint, because whether he got a doctor or not, because if he was receiving the kind of treatment that was suitable and proper, or that a reasonably prudent person would have considered proper for the injury which he received.

and that was given by one other than a doctor, that would make no difference, if the treatment was proper, that would be all he was entitled to, and therefore he would have no cause of action.

If on the other hand you believe that, considering the character and nature of his injury, and the cause of his injury, and the knowledge that the ship had or should have had of the character and cause of his injury, additional treatment was necessary in order to furnish a proper security against an infection or against an aggravation of his injury from lack of treatment, and if you believe that that treatment that was furnished by the chief steward was not the proper treatment, then of course there would have been a failure to furnish him with the proper medical attention that the ship was obligated to do, and in that case you would have to inquire further to see whether the plaintiff had a cause of action.

Of course, as I have said to you, if the treatment given him was proper, for an injury such as he had, and if you find that the treatment accorded to him by the chief steward was such as a reasonably prudent person would have furnished him under all the circumstances, by a person skilled in those matters, then he has no complaint, because even though that treatment was not furnished by a doctor, if it was the right kind of treatmnet, he has no complaint and cannot recover.

If it was not the proper kind of treatment that a reasonably prudent person, skilled in such matters would have given him, if the treatment given him was not that which would have been furnished by a reasonably prudent person, you would have to inquire further, because in that case he might have a cause of action, for the neglect to furnish him proper treatment, and your next inquiry would be whether the ship or its authorized officers and the chief steward would be authorized to act for the ship in this matter and had notice of the injury, and of his need for additional treatment in addition to the treatment which the chief steward himself furnished.

I do not think it would be necessary that the plaintiff should call on the chief steward for a doctor. If the chief steward examined his hand, and as a reasonably prudent person, after making such an examination, might have understood or believed that a doctor was necessary for the seaman's safety, then it would not be necessary that the seaman should call on or ask the chief steward for a doctor and the obligation to furnish medical service would arise in the absence of any request, if the injury was so presented to the steward, that a reasonably prudent person, who was skilled in the matter of medical treatment would have considered that a doctor was necessary, and that treatment such as a layman could give was not sufficient and it would be for you to say as a question of fact, what notice was given, and when it was given.

That is, notice not only of the state of the injury, but of the need of additional treatment for that injury, additional to that which the chief steward himself could have given.

Now of course, that notice would have to have been received while there was yet time and opportunity for the ship or the duly authorized officers of the ship to have procured that medical attention for the plaintiff.

There is evidence tending to show, as I recollect, that the notice of the injury was given either to the chief cook or to the chief steward. It is conceded that the notice was given Friday, to the chief steward, that he was injured, and that his hand was exhibited to the chief steward, and that was before the ship left Antilles.

It would be for you to say whether the character of the plaintiff's injury at the time he exhibited it to the chief steward was such as to put the chief steward on notice that the man ought to have a doctor, and that the chief steward, with his layman's remedies, would be insufficient to protect the safety of the plaintiff against infection.

If you believe that when he exhibited his injured hand to the chief steward, on Thursday or Friday, or whenever it was, or both, if you believe that a reasonably prudent man such as the chief steward, skilled as the chief steward was, or as he should have been, in such matters, if you believe that such a man should have known that it was not safe for him to continue treatment of the hand, but that the man required the services of a doctor, then that would have been notice to the ship that the plaintiff ought to have been furnished with medical attention. That is, with the services of a doctor.

There is evidence that there were doctors at Antilles, but you would have to find that issue as a question of fact, or whether there were no doctors there, none could be found. If there were doctors there, he would have had the opportunity at Antilles, if he had notice of the need, and if there was a need, in fact, before it left the port of Antilles, and if a doctor could have better treated the plaintiff's hand; that is, if he could have furnished some remedy that the chief steward did not have, or could not furnish, and that remedy was necessary, and would have availed to save the plaintiff's hand from its present condition, that would show that there was neglect on the part of the chief steward to perform his obligation from the ship in the matter of medical attention.

Of course, if the doctor at Antilles could have done no more than the chief steward, then there would be no recoverable failure on the part of the defendant as to the chief steward not procuring the doctor, but if you believe the doctor at Antilles could have furnished some remedy which the chief steward could not, or if you believe that a doctor could better have treated the plaintiff's hand, with better results, then there would be damage resulting to the plaintiff from not being furnished with a doctor.

Of course, it is conceded that there was no doctor furnished until the ship arrived in New York.

If you find then that the plaintiff needed a doctor, or needed medical attention and services, other than those which the chief steward gave him, and if you believe that that need was made known to the ship to the chief steward at the time when it was possible and reasonable for the chief steward or the captain to have procured a doctor, and if you believe that the failure to do that caused the injury to the plaintiff's hand to be aggravated, and in a substantial way, other than it would have been if he had received proper medical treatment, then the plaintiff would have a cause of action for such damages as resulted from that failure to furnish him medical attention.

The burden is on the plaintiff to show those things, and if he reasonably satisfies you from the evidence in this case, as to that, he is entitled to recover damages, and if he fails to reasonably satisfy you as to any of them, he cannot recover.

If he does recover, if you deem that he is entitled to recover, his damage of course is not the damage caused by the original injury, the scratch, but it is the damage caused by the neglect or failure to furnish proper medical attention to cure the scratch, and the injury that he would be entitled to recover for would be that aggravation if any which there was in the history of his injury, due to the fact that he did not get the proper medical attention, not the injury itself, but the aggravation of the injury, if any there was, due to the fact, if it be a fact, that he did not get proper medical attention from the ship.

You have seen the condition of his hand at the present time, and it will be for you to determine, if you find for the plaintiff, how much of that condition is due to a neglect to furnish proper medical attention, and to the extent that his injury has been aggravated by that failure, he would be entitled to compensation.

The damage that the law awards in a case like this would be measured by what you believe would be reasonable compensation for the aggravated amount of his injury, the reasonable compensation to be judged by the evidence in the case.

One of the elements of that compensation would be the pain and suffering, both mental and physical that were caused to him, or that he suffered from, by reason of not having received medical attention, if you believe that to be so, that he would not have suffered from, had he received proper medical attention; also the inconvenience caused him by his crippled hand, so far as that inconvenience was brought about by the failure to furnish him with proper medical attention on the part of the ship.

He would also be entitled to recover reasonable compensation for his diminished earning capacity, because of his injuries, so far if at all as that diminished capacity comes about from the aggravation to his injuries that was brought about by the failure to furnish him with proper medical attention on the ship's part.

If you believe that to be true, that is, if you believe he could have earned during the period from his injury up to the present time, and in the future—for his injury is permanent, apparently though there is some evidence that an apparent loss of motion might be remedied, in his present condition, then it would be right for you to allow him what would be a reasonable compensation for the diminished earning capacity for the time that you believe it will remain. Not necessarily the difference in his wages, but a sum that would represent what his unimpaired earning capacity would be worth to him as compared with his diminished earning capacity, or such part of it as is due to any failure on the part of the ship to furnish him with proper medical attention.

Those would be the elements of damage, the pain and suffering, and the inconvenience of being in a crippled condition, and any loss of earning capacity that you may believe he suffered by any neglect to furnish him with proper medical attention.

Mr. Allen—I ask your Honor to charge the jury that the ship was not responsible for an error of judgment on the part of its officers, if their judgment is conscientiously exercised, with reference to conditions existing at the time.

The Court—That is true, gentlemen. If there was no negligence if the officers of the ship, the chief steward in this case, exercised in good faith his best judgment, upon conditions as presented to him by the plaintiff at the time he showed him his hand.

Mr. Allen—I ask your Honor to charge the jury that the defendant, through its agents, and servants, administered such care and attention as was reasonably proper, so far as the circumstances of the injuries were concerned, and if the plaintiff's injuries became aggravated because of his removal of the bandage repeatedly thereafter, that if we are liable, we are liable only for what he has suffered by way of the improper original treatment.

The Court—I do not recall any evidence of the removal of the bandage myself.

Mr. Allen—Mr. McLain said he went to him a number of times, and took the bandage off.

The Court—If you find that to be true I will allow it.

Mr. Axtell—I do not recall any such evidence. I think it is an error to talk about such a thing, because there was no substitute provided for this man. There was no extra man on the ship, and I understood the evidence to be to show that he insisted upon trying to do his work, long after he should not have been working.

Mr. Allen—Mr. McLain said that he did remove it a number of times.

The Court—If the jury finds the fact, you can apply the principle of law. If there is no such evidence, the principle has no application to this case at all. It is only if there is evidence present that he removed the bandage when he should not have done so.

Mr. Allen—I ask your Honor to charge the jury that the master or steward or any of the officers were not required to exercise the skill of a doctor or surgeon, but only that of a reasonably prudent man from the conditions existing at the time.

The Court—That is true, gentlemen of the jury.

Mr. Allen—I ask your Honor to charge the jury that if there was nothing in the conduct or appearance of the plaintiff's hand to give warning that there was likely to be infection, and if that was the case, if it was not likely that there would be serious consequences from his injury, that the ship was not liable for the steward's failure to procure a physician until the vessel reached New York.

The Court—That is right. If there was nothing to indicate the likelihood of infection, there would be no use in getting a physician, but whether that is true or not, is for you to say and not me.

Mr. Allen—I ask your Honor to charge the jury that the question of the condition of the man's hand at the time it was exhibited to the chief steward, is entirely a question of fact for the jury to determine, upon this evidence.

The Court—Yes.

Mr. Axtell—In view of the fact that the Court has eliminated cause of action No. 1, I move to amend cause of action No. 2 as compared to damages, in the sum of $25,000.00, and there being no cause of action No. 3 proven, as to maintenance, that will eliminate itself, but it was our idea that the case would be submitted to the jury, and that they would have an opportunity to find for the plaintiff in the sum of $25,000.00 on these two causes of action.

The Court—So that on the cause of action that is remaining, you claim the sum of $25,000.00?

Mr. Axtell—Yes, and I make such a motion, if your Honor please.

The Court—Allowed.

Mr. Allen—I ask your Honor to charge the jury, in view of the statement just made, that the fact that the claim is made in the complaint for a certain sum of money, is no indication that the jury should return a verdict in that sum.

The Court—No, it is only what the plaintiff claims, but of course you cannot allow him more than he claims.

Mr. Allen—I wish to except to the amendment at this time.

The Court—Yes.

The jury thereupon retired.

The jury returned and announced a verdict in the sum of $10,000.00.

Mr. Allen—If your Honor please, the defendant moves that the verdict be set aside, and asks for a new trial, on all of the grounds stated in Section 999 of the Code of Civil Procedure, except the ground of insufficient damages and upon all the exceptions taken at the trial. I think, if your Honor please, that I should be permitted to submit a memorandum on the case. I think the verdict is excessive.

The Court—I do not think so. He has suffered the loss of the use of his right hand. Motion denied.

Mr. Allen—Exception.

That science and modern inventions can and will replace cheap labor is becoming more and more evident. For example, in India it costs but 6 cents a day for men to wave fans to keep the air circulating in houses. Yet, even these men are gradually being replaced by electric fans as cheaper and more reliable.

The union label constitutes recognition of the union by making certain the recognition of union products.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Trade Union's Value Seen by Medical Men

Organized labor is bringing into line those employers who cannot see that sodden drudges are not as desirable as workers who have leisure for recreation, for study, for health, says the New York Medical Journal.

This publication declares that "the duty of the scientist is clear."

"To humanize working conditions, to reassert the value of the individual, to study all ways of releasing in work the best energies of the worker, instead of as now, so prodigiously wasting them, this should be the practical role of science in industry."

"England was one of the first countries to conduct scientific investigations into the question of fatigue and hours of work. England tried to speed up her munitions workers until she discovered that they were breaking under the strain; then studies of the munitions industry were made, with the result that hours of work were shortened and both the health and effectiveness of the workers were increased. Now comes our own public health service with a report proving the superiority of the eight over the 10-hour day. The findings are based on a comparison of an eight and a 10-hour plant, each a huge industrial establishment prominent in the metal working industry. Superiority of the eight-hour day was proved from the economic standpoint—that is, in respect to maintenance of output, lost time, and labor turnover. But the eight-hour day was also proved more beneficial to the workman, and this in a way that the employer could appreciate because it touched his pocketbook—it was found to reduce the rate of industrial accidents."

Basic Income Urged for Employing Class

If it is logical for the Government to probe the living necessities of workers and set a wage on this basis, why can't this system be applied to the employing class, asks the Westralian Worker, which demands the appointment of a basic income commission to investigate the needs of those outside the working class that their incomes may be based accordingly.

At the present time the intests of the workers are "protected" by a basic wage commission, arbitration and conciliation courts, wages boards and a necessary commodities commission.

"Here is a list of functional bodies," says the Westralian Worker, "which are employed ascertaining what it costs the worker to live, what minimum (usually maximum) wage shall be paid, ascertaining what clothing he shall wear, or what he may be permitted to eat. The scale of wage is thus based upon the barest of necessities, and the sequel is the same old story—with a raise in wages up go prices, and incomes of the land, finance and trading fraternity reach out for an added percentage at each turn.

"The day has now arrived when the workers should apply the method of ascertaining what is a reasonable basic income.

"Are stock exchange boodlers, land value jugglers, interest money lenders and food gamblers to be regarded as above the law? Is it for them to arrogate both in the matter of what they should pay and what they should receive?

"Labor is, by every rule of logic, entitled to demand a basic income commission."

High-Toned Anarchy

Business interests that are aiding the street car company in its attempt to smash the Street Car Men's Union are exhibiting a brand of high-toned anarchy to organized labor of Colorado. The employes asked for higher wages and the company imported strikebreakers, staged riots and lashed the people into a frenzy through newspapers it controls. Many people have been killed and injured.

In an effort to break the strike an injunction judge ordered officers of the Union to call off this movement. The officers obeyed, but the men refused to return to work and then the officers were jailed. The trade union movement is behind the car men in a fight which revolves around higher wages, but which is really an attempt by industrial black hands to smash Denver trade unionism.

Holder Reappointed

The President has reappointed Arthur E. Holder as the labor member of the Federal Board for Vocational Education. The appointment must be acted upon by the Senate prior to its next adjournment when, if concurred in, the appointment will carry for a period of three years, or until July, 1923.

The appointee is a member of the International Association of Machinists, and for years served as legislative representative of the A. F. of L.

Vast Sums for War; Starve Efficiency

In a recent speech Dr. Edward B. Rosa, chief physicist of the United States Bureau of Standards, showed that statesmen, editors and publicists who continually shriek efficiency have not protested when the last Congress ignored efficiency, education, public health and research in the appropriations, which total over $5,000,000,000.

The scientist shows that 92.8 per cent. of the five billion dollars are for expenses connected with recent and previous wars and for the army and navy.

But 1 per cent., or a total of $57,093,561 of the $5,000,000,000, was appropriated for governmental research work, for education, public health, women's and children's bureaus, the geological survey, the bureau of mines with its life saving and other important activities, for the bureau of standards, bureau of fisheries, all activities in agriculture, bureau of foreign and domestic commerce, vocational education, colleges for agriculture and mechanical arts, library of Congress and the Smithsonian institution.

Of the $5,000,000,000, the recent and pre-

(Continued on page 10)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia,
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Belgian Seamen's Union, Brouwersoliet 30, Antwerp.

GERMANY.

Internationale Transportarbeiter - Federation. Engelufer, 18, Berlin S. O. 16. Germany.

FRANCE.

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY.

Norsk Matros-og Fyrboter-Union, Grev Wedels plads, 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan, F. Bergen.

SWEDEN.

Svenska Sjomans Unionen, 4 de Longgatan 25. Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK.

Somandenes Forbund, Toldbodgade, 15 Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, L. Strandstrade 20, Cobenhavn.

HOLLAND.

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste. Via Madonnina 15, Austria.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marcellino 6-2, Italy.

SPAIN.

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL.

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregados em Camara, Rue dos Benedictinos 18. Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The Spanish Socialist party has decided by 8000 to 5000 votes in favor of conditional adhesion to the Third International.

All private enterprises not operating upon a purely co-operative basis have been closed as the first step by Moscow authorities in a vigorous fight against speculation.

Street car men in Winnipeg, Manitoba, have raised wages 10 per cent through a conciliation board. The award dates back to May 1 and back pay aggregates $70,000.

A sweeping Communist victory has taken place in the Serbian municipal elections, says a report from Belgrade. The Communists elected a Burgomaster and 30 out of 40 Councillors.

Treasurer Gasca of the Mexico City Federation of Labor has been appointed governor of the federal district by President de la Huerta. The federal district includes the republic's capital. The appointment to this important post was opposed by employers on the ground that "being a labor man, Gasca's sympathies would always be with the workers." The official organ of the Federation of Labor replies that the unionist "was appointed to that post to see that justice is done where justice is due, and we are sure that the workers will be pleased to see that Governor Gasca adheres to that principle."

Plans for a law providing for the collaboration of workmen in the management of industrial plants in Italy, which will be presented at the next session of the Italian Parliament, have been placed in the hands of a commission appointed by Socialist members of the House of Deputies. Unionists declare that occupation of plants throughout Italy will continue until employers' privileges are suppressed and the new rights of labor acknowledged. While a majority of employers strongly resist the workmen's scheme for assisting in the work of management, there is an important section which supports a suggestion that the men's scheme be accepted on general lines, in order that the conflict going on at present may be ended.

The new British Unemployment Insurance Act, which received the Royal Assent on August 9, 1920, will come into operation on November 8 next. The Act will extend compulsory insurance to substantially all persons for whom Health Insurance contributions have now to be paid, except outworkers and persons employed in agriculture and private domestic service. A distinction from Health Insurance is that [illegible] people over 70 will be insurable except in the case of Old Age Pensioners, who are excluded both as regards contributions and benefits. It is anticipated that the Act will bring into insurance against unemployment an additional 8,000,000 persons, making the total number insured about 12,000,000 persons, including non-manual workers in receipt of remuneration not exceeding in value £250 a year. It is expected that about 2,000,000 will be insured under the general scheme, and that ultimately about 4,000,000 will come under special schemes which may be set up by industries which contract out of the general scheme.

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INFORMATION WANTED

Will H. Peterson and G. Johnson, formerly winchmen of S. S. "Carmel" to communicate with J. T. Smith, Room 411, 112 Market St., San Francisco. 9-8-20.

Any one knowing the whereabouts of the brother of August W. Strasdin, will please communicate with B. I. LaSelle, 924 Crocker Bldg., San Francisco. 9-15-20

INFORMATION WANTED

Members of crews of Barge "Ohio" and S. S. "Gulfcoast" will kindly communicate with this office regarding their salvage claims against the Standard Oil Barge No. 1 between Mobile and Port Arthur about May 18th. I represent a member of the crew and have already taken up the matter of a salvage award for him. Silas B. Axtell, New York, N. Y. 7-14-20

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INFORMATION WANTED

Anyone knowing the whereabouts of George Mace Monroe, a member of the Sailors' Union of the Pacific, last heard of at Charleston, S. C., March, 1916, will please communicate with his mother, Mrs. Alice Monroe, 918 Spruce street, Seattle, Washington. 6-9-20

TO MY CLIENTS

Please look over our legal reports on file in every Union Hall on the coasts whenever you are in port. Notice of commencement of all actions, their appearance on the calendar for trial, trials, judgments and settlements effected are published in all cases whether for wages, salvage or personal injury. Law Office, Silas B Axtell, 9 State Street, New York.

Pacific Coast Marine

The Canadian Pacific Railway is reported to have placed an order with the Wallace Shipyards, Victoria, B. C., for a coasting steamer of about 330 feet length and 17-knot speed.

Eleven German sailing vessels still remaining at Santa Rosalia have been ordered to North Pacific ports to work grain cargoes for the United Kingdom, according to information from Portland, Ore.

The "Blaatind" (Nor. m. schr.), built at Seattle in 1919, and owned by the Amerikanake Motorskonnert Aktier, Norway, has been sold by auction, by order of the U. S. District Court, at Seattle, to the Scandinavian-American Bank, Seattle, for $100,000.

The Shipping Board hull "Egeria," 3500 tons, which has been tied up in the Portland district, has been purchased by northern operators and will be converted into a steamer. The "Acarmen," another of the hulls recently sold, is to be converted into a barkentine. Other sales from the fleet include the "Abantis" and "Abderia," bought by W. L. Haskins of Portland.

The San Francisco and Portland Steamship Company will inaugurate a five-day service between San Francisco and Portland beginning November 1, it was announced by Frank Shafer, manager of the company. This schedule will be made possible through the charter of the Alaska Steamship Company's liner "Alaska," which has been plying between Seattle and the ports of Southeastern Alaska.

Dr. W. T. Christensen has been appointed to the Seattle Port Commission as its delegate to the annual convention of the National Association of Port Authorities to be held in Chicago, September 30 and October 1 and 2. The National Association convention will be followed by the annual gathering of the Pacific Coast Association of Port Authorities, which will be held in Seattle this year. It will convene October 14 for a three-day session.

Advices received by the United States Shipping Board from the Hog Island Shipyards stated that two of the vessels allocated to the Pacific Mail Company had been launched. The names of the two vessels are "Empire State" and "Golden State." They are two of five similar crafts allocated to the company for the transpacific passenger carrying trade and the above named boats are expected to arrive the first of the year.

Silver sand for use in making bottles and glass formed the principal part of the cargo of the Norwegian motorship "George Washington" of the Norway-Pacific Line, which arrived at San Francisco during the week. The shipment amounts to 9100 tons. Other items in the motorship's manifest are 852 bundles of baskets, 342 packages of machinery and 400 bales of hops. The "George Washington" is discharging on the Oakland side under the direction of Captain C. F. Klitgaard.

The new pier now being completed by the city of Seattle, which is to be especially fitted up as a terminal for ocean-going liners, is declared by the Port Commissioners to be the largest commercial pier in the world. It is 2,580 feet long and 367 feet wide, having an area of 946,860 square feet, compared with 876,000 square feet for the new municipal pier at Chicago, which is not primarily a commercial terminal. The structure in Lake Michigan is 3,000 feet long and 292 feet wide.

The largest and most complete merchant marine cargo training ship in the world, the 8800-ton steel steamship "Hollywood" of the Recruiting Service of the United States Shipping Board, sailed from Seattle recently, beginning her maiden voyage. It is to be operated on regular schedule as a cargo training ship between Seattle and Hawaii and San Francisco by the Recruiting Service of the United States Shipping Board. Freight for the vessel will be furnished by Alexander & Boyle, agents for the Matson Navigation Company.

Advices received by the marine department of the San Francisco Chamber of Commerce stated that repairs have been begun on the schooner "Spokane." The vessel was previously reported at having arrived at Sydney in tow, after losing her rudder while en route from the Australian port to Iquique. The vessel sailed from Sydney on July 15 last for the Chilean port. The "Spokane" will not be forced to go into drydock for the necesssary repairs, and it is expected that she will be able to sail for Iquique shortly.

The trial trip of the transport "St. Mihiel," one of twelve vessels constructed at the Hog Island shipyards for the acccount of the United States Government's transport service, was held last week. The report showed that the craft developed a speed of 16.75 knots on four trial runs. Five of these vessels have been allocated by the Government to the transport service out of San Francisco for the Transpacific troopship service between that port and the Philippines and Hawaiian islands. The main dimensions of the crafts are: Length, 448 feet; beam, 58 feet; draft, loaded, 28 feet. The transports, which are all of the same type, are equipped with 6000-horsepower marine-geared turbine.

At the St. Helen's Lumber Company in Oregon, owned by the Charles R. McCormick Company of San Francisco, there has been placed in operation for the first time in any lumber mill of the world the Greenlee timber perforating machine, an invention for the preservative treatment of wood with creosote. Charles R. McCormick, president of the company, returned yesterday from St. Helens and stated that after viewing the work of the invention it would revolutionize the present method of inoculating timber with creosote for prevention against teredoes and other elements that have created havoc with timber in the past. To Edmund M. Blake, production engineer for Charles R. McCormick and the St. Helen's Creosoting Company, is due credit for perfecting the machine.

Construction of the two 14,000-ton freighters building at the Moore yards for the Matson Navigation Company, is progressing rapidly, according to officials of the company. The vessels are expected to be ready for service by the first of the year. The vessels, the "Manulani" and the "Manu Kai," have been designed especially to meet the requirements of the Hawaiian trade. Specially designed cargo booms and winches for rapid discharge and loading are features of the new craft. The vessels are equipped with six large cargo hatches, six large sliding ports and a similar number of small ports. The deck equipment for handling cargo also will be extensive. Over each of the two larger hatches amidship there will be a steel boom, with a lifting capacity of fifty tons. Each cargo hatch will have two winches.

The Union Steamship Company has made arrangements for placing the steamer "Maunganui," 13,500 deadweight tons, in their passenger and freight carrying service between Wellington, Raratonga, Papeete and San Francisco, according to Captain B. M. Aldwell, master of the steamer "Marama," now at San Francisco. The "Maunganui" during the war served the New Zealand Government as a troopship. After the war the vessel was placed in the drydock at Wellington and completely overhauled. The fuel consumption during this period has been changed from coal to oil. The company had planned to place the vessel in service this month, but were prevented by the acute oil shortage prevailing in New Zealand ports at present. When the "Maunganui" is placed in commission she will be the finest steamer in this service, according to Captain Aldwell. Captain L. C. H. Worrall, formerly commander of the "Marama" has been appointed skipper of the "Maunganui."

For the purpose of insuring safe entrance of vessels through the Golden Gate during thick fogs submerged cables to act as pilots for the crafts may be laid by naval and harbor officials, it was stated during the week. The device has been successfully tested in New York harbor, where vessels are guided in and out of that harbor by electrical soundings via these cables during unfavorable weather. Secretary Daniels has been informed by officers in charge of the experiment that a destroyer has been steered through Ambrose channel in thick weather by means of the submerged cable stretched for a distance of sixteen miles in the harbor of New York. Protection is afforded the cables by armor and send-off electrical currents which are received on board ships sailing in and out of the channel. By means of these signals an operator on the ship can ascertain when the steamer is off her course. As long as the signals can be heard by the operator on board the captain knows that he is in safe waters and on a direct course.

Aerial operations on a scale never before attempted on the Pacific Coast, according to Navy officers, have been planned as a part of a spectacular night attack which will be made on battle-ships and destroyers off San Pedro September 30, Captain Harry Henry Mustin, commander of the air force, Pacific fleet, announced. The aircraft maneuvers are in a way preliminary to the interfleet battle operations which will be staged in the Panama roads next January. At the San Pedro maneuvers it will be the object of the fleet air forces to find, bomb and "destroy" battle-ships and destroyers bent on a night attack on the San Pedro fortifications. Three divisions of the F-5-L type seaplanes, a division of torpedo planes, the aircraft tender "Aroostock" and two submarine chasers will leave San Diego for San Pedro September 27. On the night of September 30 they will be joined by the two large dirigibles from North Island. The aircraft will then head out to sea to intercept and attack the five battleships and eighteen destroyers steaming in battle formation from Hawaii. The fleet will use searchlights and anti-aircraft batteries against the air forces.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco. Phone Kearny 1830.—Adv.

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(Continued on Page 11)

The Seamen's Journal

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 22, 1920.

ANTI-WAR RESOLUTIONS.

Several months ago the JOURNAL referred editorially to the efforts of Australian seamen to prevent war.

Since that time the executive council of the Federated Seamen's Union of Australia has launched a movement for an international conference of representatives of all maritime unions throughout the world, "with a view to preventing future conflict." A circular letter signed by the general president, H. J. Murray, is said to have been dispatched to maritime bodies in Great Britain, Germany, France, Denmark, Holland, Norway, Sweden, Canada, United States, Argentina, Japan, India, Africa and other countries, calling for a referendum on a meeting-place and the date of the world conference.

The union's letter says, in part:

> As men we cannot evade our responsibilities toward the world and towards humanity. Without our consent and co-operation the calamity of war cannot again fall upon the world. We call upon you seamen of the world, to organize a conference somewhere in Europe, where we can meet without regard to country, race or creed.
>
> Upon us the future of civilization, indeed the very existence of hundreds of millions of our fellow creatures, depends. But for us the richest and most prosperous and populous cities would be desolate, and empires, supported though they may be with colossal wealth and innumerable military forces, would crumble into ruins.

The efforts of our Australian comrades are highly commendable. But while their circular letter was being written a conference of the world's merchant seamen was actually in session and the only seamen's organization of any size not represented was the one in Australia.

Both the Genoa and the Brussels conference of the International Seafarers' Federation considered the proper attitude of the world's seamen toward future wars.

In Brussels the seamen's delegates from France, Belgium and Holland introduced this resolution:

> WHEREAS, The people and not the governments always have borne the brunt and burden of wars, and
>
> WHEREAS, The seamen, among the workers, are the most exposed to the perils of war, and
>
> WHEREAS, More than anyone else in the world, they hate armed conflicts and have the indomitable will to prevent in the future the recurrence of frightful human slaughter;
>
> And now, expressing its international solidarity with workingmen and confronted with the renewed threats of war now striking humanity, the International Congress of Seamen, meeting in Brussels, therefore declares, following the stand of the Congress of Miners, which met in Geneva, that a general strike shall be ordered in case of any new attempt to begin war; and further
>
> RESOLVED, To emphasize the importance of this declaration, to refuse, immediately to allow the transportation of soldiers and of war ammunition to the countries at war with each other at the present time.

The resolution was adopted although but few of the forty-five delegates present had authority to commit their union to a strike. Certainly, the delegates from America had no such authority. Strikes in America are declared by a vote of the membership—not by officials.

As regards the refusal to transport soldiers and ammunition most of the delegates interpreted the resolution to mean that their respective organizations would co-operate with the workers ashore in any joint efforts to tie up transports. But it was emphatically stated and distinctly understood that the seamen alone could not and would not act in this matter. When munitions of war are manufactured by union men, hauled to the docks by organized railroad workers and loaded on the vessel by union longshoremen it is surely a case of "passing the buck" in expecting the seamen alone to go on strike.

In matters of this kind the seamen have always done more than their share. The trouble has been, of course, that usually the seamen are expected not merely to do their share—but to do it all! That this is unfair and unreasonable need scarcely be stated. But, having had much bitter experience along these lines, our friends in Australia will doubtless understand all this. At any rate, the seamen's representatives who met in Brussels last month did understand. And the 300,000 merchant seamen represented by them may be depended upon to co-operate with the workers of the world in carrying out to the letter any equitable program that may be agreed upon to stop further war.

The workers everywhere are opposed to war because war is opposed to the interests of labor and to the interests of the world's civilization. Labor fights in all wars. Labor suffers and perishes in all wars. Labor never profits from any war. Labor never profits from militarism. Labor's interest is the interest of the common people of all nations, who for centuries have been the poor, betrayed pawns of the rulers and the ruling classes. When the power of labor is sufficiently established wars will cease, because there will be no more soldiers to fight in them.

For notwithstanding all the hatred and bitterness engendered during the late war, it is still to the interest of labor—and, again, to the interest of civilization—that the working men of all nations shall recognize one another as brothers, and shall peaceably join in the common task of advancing the welfare of all working people everywhere. There are no frontiers in the labor movement.

In sympathy with other commodities used by mankind, the price of salt has been mounting upward. Yet, the volume of the salt in the ocean, according to the United States Geological Survey, is enough to cover the entire surface of the United States to a depth of 8,500 feet.

AN EXPLODED THEORY.

Tell an untruth often enough and a great many people will accept it for gospel truth!

This is the case even with certain journalists and others who ought to know better because of available facilities for getting correct information. For example, Mr. George J. Duraind, an accomplished publicist, has been writing a series of highly interesting articles for the San Francisco Chronicle, all relating to ocean transportation, sea power and kindred subjects. In trying to work up a case for ship subsidy Mr. Duraind weakens his entire argument by trying to prove too much. Time after time the alleged reason for the retirement of the old Pacific Mail Company from the trans-Pacific trade has been exploded. Nevertheless, Mr. Duraind picks up that stale old yarn about the La Follette Seamen's Act having compelled th Pacific Mail Co. to go out of business. He says:

> For ten years the Southern Pacific carried the Pacific Mail at a loss. So low had the Pacific Mail sank that the Japanese came very near absorbing it in toto. It was known that the ships of the Pacific Mail were in the market in 1912, and the Japanese made an offer for them.
>
> The Pacific Mail was continued to be carried at a loss, when the passage of the La Follette bill increasing operating costs, gave the dying the final shove-off. Evidently the Government thought that the best way to further a merchant marine was to make it impossible for the ship operators to make a dollar out of their ships, or rather that the more that was lost the more vessels would be put in service. At the same time the same Legislators were handing out millions to increase shipping on our great navigable streams without any results at all.

This, the JOURNAL's readers will recall, is the same old story as originally told by Mr. R. P. Schwerin, once Vice-President and Manager of the Company. Unfortunately for Messrs. Schwerin and Duraind there is some earlier testimony on that subject. And the man who gave it is none other than Mr. Schwerin.

Speaking before the Committee on Merchant Marine and Fisheries, on February 1, 1913 (two years before the Seamen's bill was enacted into law), Mr. Schwerin made it perfectly clear that his company was going out of business because of the Panama Canal and the legislation connected therewith.

The so-called Panama Canal Act, approved August 24, 1912, prohibits vessels owned by the railroads from passing through the Canal. The majority of the stock of the Pacific Mail was owned by the Southern Pacific Company, and vessels owned by that company were therefore excluded.

Naturally this had greatly discouraged Mr. Schwerin. Thus it came to pass that Mr. Ayres, a member of the before-mentioned committee, asked him why he felt so gloomy about the future of the American merchant marine. Well, here is Schwerin's answer, duly recorded in print and never refuted by the gentleman himself:

> Mr. Schwerin. If you had struggled for twenty years as I have, taken a line that was a million and a quarter in debt, and practically in the hands of a receiver, doubled that line up by slow, hard process, until you had gotten into Korea and Siberia, which you were told would be your graveyard, and then you got Mongolia and Manchuria, and were told that would settle it; and then, against all the better judgment of your associates and friends, you raised $12,000,000 to build four 37,000-ton ships to put in the trade from New York to the Philippine Islands, and a million and a half to change these four ships to the latest modern types, and you were defeated by Congress—prohibited by Congress from building those ships—I think you would be a little discouraged. I want to say that I am done with the American flag forever. I would not raise my hand to raise a dollar for the American flag. My interest

in this business before this committee to-day, gentlemen, is absolutely because I am practically subpoenaed here. I have no interest in the shipping business. I am about to retire. I have given twenty years of my life, morning, noon and night—slept and breathed with it—to see that flag on the ocean, and I am just as certain as I sit here that if those four ships had been built, I would have had four more for the coast of South America, and four more equal to the "Imperator" that is going to run to Europe, all under the American flag.

Considering the foregoing confession, it is respectfully submitted, that there does not appear to be any cause or occasion to blame the Seamen's Act for the sale of the five vessels, which had been in the trade to the Orient. The Pacific Mail quit on account of the Panama Canal and the changed trade route. The Canal was built to open up a cheaper trade route. When the Canal was ready the railroads went out of the shipping business because being forbidden to use the Canal they could no longer regulate rates by competing with themselves. All of which is respectfully submitted to Mr. Duraind.

THE "UNION SHOP."

The principle of the Union Shop, often misnamed the "closed shop," is accepted in everyday business life.

The dealer will agree with the manufacturer to handle only a certain kind of goods. This is considered perfectly legitimate.

Why then may not an organization of workingmen similarly make a bargain with an organization of employers? Why does it seem unconstitutional when precisely the same arrangement is entered into between the employer and his employes?

The labor union says to the employer: "We will agree to furnish you with competent men at so much per day. We can control the men in our organization. They will abide by the contract that we shall make. We cannot control the men who are outside of our organization, so we ask you to employ only our men, thus making your shop a union shop. If these outside men will agree to make the same contract with you that we have made we shall be glad to have them come into our organization, thus giving them the same privilege that we enjoy."

The average employer who fights so strenuously for the "God-given right" of the non-union workingman to exercise his privilege of remaining out of the union if he so desires, declaring that his shop must be an "open shop" for free men, will usually blacklist the man who exercised the same God-given right by becoming a member of the trade-union. So, to all practical purposes the boasted "open-shop" policy usually means a "closed shop" to the unionist.

One does not have to be a Socialist to feel intensely gratified over the re-election of the five New York Assemblymen who were expelled from the State Legislature last spring for no other reason than their belief in socialism. Elected as socialists, these men were deprived of their seats because the majority had the power to do so. Talk about the rights of minorities! Well, it would be a sad day for representative government if this practice were put into general operation. Representative government would simply cease to exist. And those who in the name of patriotism resort to such tactics are doing more to destroy the people's faith in popular government than all the bomb throwers and anarchists on earth.

DISSECTING "ARTICLE X."

United States Senator Borah, in an Address at Dayton, O., Analyzes Article X of the League of Nations.

What is the "principle" which we find embodied in Article X? Whose creed is it? It is an old and familiar principle, this doctrine of territorial integrity. There has not been a despot in Europe in five hundred years who in the height of his success has not been in favor of territorial integrity. On the other hand, there has not been an oppressed and downtrodden people who have not opposed it and for the sake of liberty defied it. It is a great creed for those who are dominant, for those who enjoy unchallenged power, but it is anguish and travail for those who are governed against their will and who are seeking liberty. One of the main objects of the Holy Alliance was to preserve the territorial integrity of all members of the league. Now after the Versailles conference had divided the earth and remade the map of the world, after their combined scepter had been established "Over veteran legions and subject realms" there is evoked this principle—the principle of the victors, plucked from the creed of the Vienna Congress, of territorial integrity. And we are to underwrite and guarantee it all. Under Article X it would be impossible for any people anywhere to ever secure their liberty except by the unanimous consent of the dominant powers of the League. A more autocratic combination of power has never been conceived.

My friends—and I say this with the utmost personal consideration for those who hold a different view—the standard set up in this League is all wrong. Democracies will never subscribe to it. The people will never accept it. It is the standard of the 17th century. It is the standard of the old Vienna Congress. It is the supreme tenet from despotism's revolting creed. Territorial integrity, regardless of how the territory was acquired or the wants and aspirations of the men and women who occupy it—can you conceive of a standard more at war with human progress—more unjust toward subject peoples?

Territorial integrity—that would have covered the thirteen colonies and would have executed Sam Adams and John Hancock as traitors. That would have covered Cuba and held her in bondage until the last child had perished of hunger and the last mother had been murdered by the petty slaves of remorseless tyrants. That standard will cover Egypt, Korea, Ireland and Shantung—titles founded in fraud and force and broken pledges, titles sustained against the hopes and prayers of millions petitioning through decades and centuries for their freedom, petitions which no democracy could deny and live. Such a rule denies fruition to those passions and hopes without which the human family would sink into loathsome bestiality.

Suppose Germany had won this fight. What rule would she have invoked? Territorial integrity! Would she not have declared that her conquered dominions should henceforth be protected—that territorial integrity should hereafter forever be the standard to which all peace-loving nations should adhere? It would have been her creed. Germany having failed and the Allies having won, we now invoke the rule. Japan holding Korea and Shantung—which is another name for the dismemberment of China; France holding her possessions in China, Syria and Africa; England holding one-fourth of the inhabitable globe—in other words, with the world's territory satisfactorily divided and distributed—we now, against all subject peoples and in the face of the most solemn pledges of freedom and independence, invoke the rule of territorial integrity. It is autocratic, it is despotic, it is unconscionable. It is un-American! It is a soulless, conscienceless task from which the American people turn with unconcealed aversion as the hideous thing unfolds. It means oppression! It means injustice! It means war!

If the League of Nations could have been built upon the principle which the President promised and upon which no doubt he intended it to be built before he went to Europe—upon the rights of small nations and the principle of self-determination—the doctrine of territorial integrity would have been tolerable in theory though, I think, impossible in practice. But Europe would have none of these principles. She rejected them one by one. Now with this league built upon the wrongs of small nations and the denial of the principles of self-determination—Shantung, Korea, Syria, Egypt and countless other instances—with new wrongs established and old wrongs left unrighted, with all these things wrought into the very texture and being of the league—the principle of territorial integrity becomes a hideous conspiracy against millions of downtrodden and oppressed people—the most gigantic scheme of imperialism, guaranteed and nailed down, of which history furnishes any record. If the American Republic is to remain as the fathers made it—a Government based upon the maxims of liberty and not

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Sept. 20, 1920.
Regular weekly meeting called to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping medium; many members ashore.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

Vancouver, B. C., Sept. 13, 1920.
Shipping very dull; prospects uncertain.

R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Sept. 13, 1920.
Shipping medium; prospects uncertain.

H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Sept. 13, 1920.
Shipping dull.

P. B. GILL. Agent.
84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Sept. 13, 1920.
Shipping medium; prospects uncertain.

CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Sept. 13, 1920.
Shipping medium; prospects uncertain.

JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Sept. 13, 1920.
Shipping fair; members scarce. Herman Skippman was elected agent pro tem. during two-weeks' absence of Harry Ohlsen.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Sept. 7, 1920.
Shipping and prospects poor.

JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Sept. 16, 1920.
Shipping quiet. Nominated delegate to California State Federation of Labor convention to be held at Fresno, Cal., October 4, 1920.

EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Sept. 9, 1920.
Shipping quiet.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock. Room No. 203. P. O. Box 514. Phone Main 2233.

San Pedro, Sept. 8, 1920.
Shipping fair.

JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Karl Sigfried Larsen, No. 2389, a native of United States, age 23. Died in the U. S. Marine Hospital, Sept. 19, 1920.

Michel Brizga, No. 2443, a native of Russia, age 26. Drowned in Nushagak, Alaska, in July month, 1920.

Uno Edward Lax, No. 952, a native of Finland, age 38. Died in Koggiung, Alaska, in the spring of 1919.

Captain G. F. Peterson, master of the brigantine "Jeanette," operated by Wightman & Crane of San Francisco, was drowned at Newcastle, Aus., early last month, according to mail advices received by J. M. Daily, manager of the marine department of the Chamber of Commerce. His body was recovered. Captain Peterson evidently had fallen overboard from a gangplank at night. Captain Peterson was 57 years old and is survived by a widow and two daughters living in Alameda, Cal.

THE 300TH ANNIVERSARY.

The year 1920 is doubly significant, historically. It marks the 300th anniversary of two important events which led to the founding of the Republic of the United States of America. One is the signing of the Mayflower compact and the landing of the pilgrims; and the other is the meeting of the first American legislative assembly.

On November 11, 1620, in the cabin of the Mayflower, a tiny bark lying off the Massachusetts coast, a little band of liberty-loving men, from "Brittania," entered into what history has styled the Mayflower Compact. This agreement bound the forty-one adult males in the ship's company in a civil body politic for the better ordering, preserving and furthering of their mutual ends. And it provided for such just and equal laws and offices as should be necessary for the general good of the colony.

Ten days later, so records Dr. Charles W. Eliot's inscription on the Pilgrim Memorial Monument at Provincetown, Mass., "the Mayflower, carrying 102 passengers, men and women and children, cast anchor in this harbor sixty-seven days from Plymouth, England.

"This body politic, established and maintained on this bleak and barren edge of a vast wilderness, a State without a king or a noble, a church without a bishop or a priest, a democratic commonwealth, the members of which were straitly tied to all care of each other's good, and of the whole by every one.

"With long-suffering devotion and sober resolution they illustrated for the first time in history the principles of civil and religious liberty and the practice of a genuine democracy."

Meantime, uninformed of the Pilgrims, fellow-colonists of Captain John Smith had met at "James City" (Jamestown), Virginia, for the first American Legislative Assembly. On July 30, 1619, they had thus broken ground for the foundation of the present democratic form of government in the United States.

This year (in 1920) these events are being commemorated in the United States, in England and in Holland. In August the origin of the Pilgrim movement was celebrated in England. And early in September meetings were held in Holland in memory of the Pilgrims' sojourn in that country.

In September a "second Mayflower" will set sail from Southampton, England, to follow to the American shore the path taken by the original Mayflower. (But this second "Mayflower" will be modern, and therefore much more seaworthy than her smaller predecessor.)

This boat, carrying many prominent people of England, Holland and the United States, will anchor in Provincetown Harbor in late September. Its arrival will perhaps mark the crowning dramatic episode of the entire Tercentenary celebrations.

These events will not be celebrated in the United States by the citizens of Massachusetts and Virginia alone. Nor solely by the New England and South Atlantic States. Communities throughout America are planning to take this opportunity to review the foundation upon which the United States rest"—and to re-emphasize those principles which these ancestors established—and which their sons, their followers, and their followers' sons have handed down to us through our form of representative form of government.

America is appropriating, from national and State treasuries, hundreds of thousands of dollars to be used in plans for the commemoration. One plan is to erect, overlooking Plymouth Harbor, a colossal statue of Massasoit, the Indian chief, who befriended the Puritan pioneer. Another is to set the Plymouth Rock, which in 1741 was raised above the tide, in its original position.

Seventy American cities, including New York, Chicago and Boston, have started plans for their celebrations of the Tercentenary. The Sulgrave Institution and the American Mayflower Council have been active in co-ordinating these plans.

THE BREAD LINE "REMEDY."

Corporation psychology is disclosed by propaganda that is being circulated by the Pennsylvania and other railroads. Hundreds of thousands of pamphlets have been placed in the hands of employes and others directing attention to the increase of unemployment and warning workers that they soon will be in position where they will be compelled to bow to the dictation of the bosses.

If this movement to restrict operating forces becomes general, the statement says, our economic ills will be cured. Then "the world's woes will take wing." All that is required to restore peace and prosperity is to crowd the bread lines with hungry workers. It will warm the cockles of the hearts of proud corporation chieftains when they witness the spectacle of millions of men pleading for jobs that are theirs as a matter of right.

The Pennsylvania thinks the workers have been too prosperous—that high wages have gone to their head, like new wine, and made them do foolish things. They have been buying "too many silk shirts, $20 shoes, $75 suits." This has been "more than lots of workers could stand." Now they are to get back to hard pan. "The swanking and the swaggering will shortly be on the wane," the Pennsylvania hopes. "Workers will pay more attention to their jobs and less attention to agitators who fill no pay envelopes, but fill their followers only with wind."

The sinister phase of this propaganda is that it is being paid for with government funds. During the first four months of private control following the return of the railroads the Pennsylvania received from the Federal treasury nearly $27,000,000, of which something more than five millions covered the guaranteed return. Twenty-one and a half millions represented loss in operating revenue. In the corresponding months under Federal control, the Pennsylvania earned $7,491,093, two and a quarter millions more than the rental.

A considerable portion of the money taken by the Pennsylvania from the people was worse than wasted. It has financed propositions against the welfare of the public and its employers.

There is no new lesson in these revelations, unless it be that the railroad mind has not altered during the past five years. The average corporation official is just as arrogant, just as ignorant of what is transpiring in this world, as the Bourbon ever dared be.

DREAMS OF THE GENERAL STAFF.

It is not generally known, except in official circles, that the War Plans Division of the General Staff has just completed for Secretary Baker a "survey" of the army posts and cantonments to ascertain what changes, if any, would be required to adapt them

(a) to a system of universal military training, and

(b) to the care of an army of 7,000,000 men.

The report will be ready for Congress when the latter convenes in December for the so-called "short session."

It is about time, however, that somebody injected this little item into the presidential campaign. What stand do Messrs. Cox and Harding take on these two issues so obligingly outlined for them by the General Staff?

Lord Wolseley, the great British general, published a handbook some years ago strictly for soldiers. It is called "The Soldier's Pocket Book" and it is used to this day in the English Army. In that book General Wolseley sums up the character of General Staffs the world over: "The soldier must be taught to believe that his duties are the noblest which fall to a man's lot. He must be taught to despise all those of civil life. Soldiers, like missionaries, must be fanatics."

ARE THE OCEANS SHRINKING?

That the general sea-level of the world was once about twenty feet higher than it is now is asserted by Prof. Reginald A. Da'y, of Harvard, in a paper read before the National Academy of Sciences. Our quotations below are from a review by Raymond H. Torrey in The Evening Post (New York). The lowering that Professor Daly thinks is taking place is quite independent of the local rise and fall of shore-lines, due to warping of the earth's crust, and familiar to geologists in all parts of the world. Professor Daly believes it to be caused by variation in the size of the south polar ice-cap. Seven hundred feet more of ice piled on the mass covering the antarctic regions would take enough water from the ocean to lower its total level throughout the globe by twenty feet. If climatic changes in the future should meet the polar cap to some extent, this action might restore to the ocean the twenty feet that it has lost in past ages. Says Mr. Torrey in his review:

"It has long been known that the ocean shore-lines in various parts of the world have risen or fallen, even in historic times, and there is plenty of evidence that such changes are still going on. Our Atlantic coast has sunk in comparatively recent geological time, and is still sinking, though at the rate of only a few inches in a century.

"The Hudson for most of its length to Albany is a 'drowned' river in a prehistoric gorge invaded by salt waters when the land lowered. New York State has risen

from one hundred to eight hundred feet, progressing from Long Island to the Canadian border, since the last glacial invasion, when the retreat of the ice to the north released its burden upon the land.

"But these changes, huge as they were in themselves, are local compared to the proposition of a general lowering of the ocean-level. Professor Daly calls such a movement eustatic—that is, general or world-wide. Among the possible causes which he lists are movements of the earth's crust whereby the capacity of the ocean basin is diminished or increased; the heaping up of material on the ocean floor by the deltas of great rivers or by material thrown up by submarine volcanoes; volcanic addition of new water to the ocean; subtraction of water which becomes chemically involved during the alteration of rocks; glaciation on land, lowering the amount of water in the sea, and consequently its level, by relocating it in land ice, and changes in the earth's center of gravity and in its speed of rotation.

"Professor Daly reports many recent observations of changes in sea-level which suggest the possibility of a sinking of general level of nearly twenty feet during the time of man.

"His attention was first called to the possibility of such a general sinking by observations on postglacial beaches in Labrador and Newfoudland as compared with others higher up in the Gulf of St. Lawrence in the neighborhood of Quebec. He found, as earlier geologists had done, higher strands which showed evidence of warping since they were abandoned by the sea which formed them. This warping has been accounted for by the relief from the burden of ice brought about when the continental ice-sheet melted at the close of the last glacial period.

"But below these warped beaches Professor Daly found the lowest emerged terrace along the shores of the gulf to be conspicuously level for three hundred miles below Quebec. The uniformity suggested that the strand had been abandoned by the waves because of a general sinking of sea-level. It was continuous at about twenty feet above present high tide. Similar evidence was found on the shores of Nova Scotia and the island of Anticosti."

Dr. A. G. Mayor, director of the marine laboratory of the Carnegie Institution in Washington, has reported similar data as to Samoa and Florida. On Tutuila, the largest island under American control in the Samoan group, he found wave-cut beaches eight feet above high tide, and large sea caves which were cut when the high-tide mark was nearly twenty feet higher than now. Similar beaches were found in other islands seventy-five miles away. Says Mr. Torrey:

"'The crests of the abandoned beaches were constant and level, and explanation by local uplift, through movements of the earth's crust, was held by Dr. Mayor to be improbable since uplift of such uniformity is unknown to geology.

"'Other records of the abandonment by the sea of old beaches have been found in the British Isles, the Atlantic coast of North America, south of New York, the West Indies, Brazil, Patagonia, Antarctica, New Zealand, and Australia. On the coasts of Georgia and Florida what geologists call the Pensacola-Satilla terrace runs for five hundred miles at a practically uniform set of levels, the highest about twenty feet.

"'Nearly a thousand miles of the eastern and northern coasts of Australia show a similar emergence of ten to twenty feet. Such extensive records of shifting sea-level are held by Professor Daly to preclude the explanation of warping of the earth's crust due to local changes.

"'That such changes are comparatively recent is held by Professor Daly to be proved by the fact that fossils on these abandoned shores are of animals similar to those now living in adjoining seas, or to those found in seas which were a few degrees warmer. Many geologists hold that the temperature of the sea was slightly higher in the period when these beaches might have been formed.

"'As to a probable explanation of the causes of a twenty-foot drop in the world-wide level of the ocean, Professor Daly says:

"'"The most promising idea appears to be that a few thousand years ago there was an increase in the volume of the existing, non-floating glaciers. If the antarctic ice-cap were thickened to the average amount of about seven hundred feet, an average sinking of sea-level to the extent of nearly twenty feet would be inevitable. In favor of this suggestion would be evidence of a world-wide oscillation of climate like that which seems to have affected the Christiania region (in Norway) in recent time. If the whole earth was a little warmer than now (in a period of a few thousand years ago), less water may have been taken from the ocean to constitute the ice-caps, and sea-level was a little higher than at present. The oscillation as a whole would be but an incident in a series of climatic and oceanic changes which began with the opening of the glacial period.'

"Professor Daly's hypothesis seems to imply that if for any reason the antarctic ice-cap were reduced, its contained water would be restored to the ocean, and unless other conditions intervened there might, in the course of thousands of years, be a rise of the world-wide ocean-level back to something like the point from which it has retreated."

HURRICANE WARNINGS.

The United States Weather Bureau is engaged in a determined effort to combat the danger of hurricanes in the Gulf of Mexico and South Atlantic regions by the adoption of a system of upper air observations at a number of stations in the West Indies and in the Southern States. The service will continue until the end of November, July to November being the period in which most West Indian hurricanes occur.

Observations will be made by means of balloons liberated in the upper regions of the air. These will be sent up twice a day and a record kept of their direction and rate of movement. Results will be telegraphed to the central office of the weather bureau at Washington, whence compiled information and warnings will be sent broadcast.

The general theory of the service is that the movement of the West India hurricanes up the Atlantic coast or farther westward into the Gulf of Mexico is largely determined by the trade and anti-trade winds. If this be true, it is thought that the direction and velocity of the upper air currents will enable the forecaster to determine their nature at any given time.

Stations at which the observations will be made are San Juan and Santo Domingo in the West Indies; Colon in the Panama Canal Zone; Leesburg, Ga.; Groesbeck, Tex., and Ellington and Kelly aviation fields, also in Texas.

The annual hurricanes in South Atlantic and Gulf sections have almost always been attended with enormous damage to shipping. Not only have many noble ships been destroyed and many hundreds of lives lost, but also transportation has been seriously interfered with because of caution necessitated by the advent of the hurricane season. If the weather bureau's latest plan proves helpful in enabling it to give warnings of hurricanes, the system will be of immense benefit to shipowners, shipmasters, passengers and freight shippers.—Salt Lake Tribune.

"So long as a man can be evicted and banished from the local community at the will of the landlord there can be no independence and no possible freedom of self-government worthy of the name. * * * By recognizing private property in land, the State has set up in its midst a number of petty lords more powerful than any government, and whose decrees, whatever injustice they may do or whatever misery bring to British subjects, no court of law or equity is able to reverse."—Alfred Russell Wallace.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3)

vious wars will use $3,855,482,586, or 67.8 per cent. The army and navy will use $1,424,138,577, or 25 per cent.

Dr. Rosa shows that the cost of wars and the maintenance of war equipment means a tax of $50 per capita on each of the 110,000,000 people of this country, while the tax for efficiency, education, public health and research is about 50 cents per capita.

Non-Unionists "Cheeky" Says Official

Government employes who remain outside the Union, while enjoying benefits the Union made possible, were denounced by Attorney-General McTiernan of New South Wales.

Replying to a delegation of workers who were demanding certain governmental reforms, including preference to unionists, the Attorney-General said:

"I think it is most outrageous that any person should remain deliberately outside the ranks of a union and then have the 'cheek' to share the benefits the union has procured. It is arrogance and hide of a very high order, indeed. I am sure the Government will help industrial organizations of employes to prevent the recurrence of this sort of thing in the future."

The Australian Worker makes this comment on the law official's statement:

"Of course, Attorney-General McTiernan's observations have raised something of a sensation in the columns of the capitalist newspapers. They denounce it as autocracy of the worst form. Standing as they do for docile, groveling and servile non-union civil service, the idea that civil servants should be unionized is a nightmare too hideous for words."

Non-Unionists Routed

Organized labor in Tucson, Ariz., has defeated an attempt to establish the non-union shop and individual bargaining.

The antis have taken down their non-union shop "white cards" and have hoisted the white flag, and assure several sections of the trade union movement that "We never meant you." To this the unionists reply, "Dry your crocodile tears."

When the anti-union movement started large numbers of business and professional men enlisted. Organized labor refused to stampede, however, and the attack resulted in greater solidarity and a substantial co-operative movement that is backed by labor's purchasing power.

The result is shown in this statement by the Tucson Record, published by the Central Trades Council:

"At the inception of this movement, the non-union shop cards were as thick as fleas on an itinerant pup. Now count 'em. You will not be carried into higher mathematics in doing so."

Sell Dyed Water

Dyed water is being sold for orange juice, says the Bureau of Chemistry, Department of Agriculture.

These imitations, it is stated, are usually concocted of sweetened, artificially carbonated water, colored with a dye to imitate orange juice, and flavored with a little oil from the peel of the orange. While they may not contain ingredients injurious to the health of adults, they are imitations and lack the medicinal qualities of fruit juices, and should not be used in place of genuine orange juice, especially as a food for babies and young children.

Attention is called to the fact that the soft-drink industry is largely a local industry. Many of the bottled soft drinks are sold and consumed within the State where they are made. Such drinks are not subject to the Federal Food and Drugs Act, which apply only to food and drugs that enter interstate or foreign commerce or that are made or sold within the District of Columbia or a territory.

Strikers Jailed by Injunction Judge.

Justice Bailey of the Colorado State Supreme Court has declined to review the conviction of seven members of the Denver Street Car Men's Union, who were sentenced to three months in jail by District Court Judge Whitford for contempt of court when the street car men suspended work.

In their appeal to the Supreme Court, attorneys for the unionists submit these questions:

"Can a district court sitting as a court of equity in Colorado enjoin employes from striking and quitting the service of their employer for better working conditions or better wages? If such an injunction is disobeyed, can the employes be held in contempt and punished therefor?"

"To ask these two questions is to answer them," continue the attorneys. "The answer is 'no' to both questions. It is difficult to characterize the proceedings in the court below. It is still more difficult to calmly review them and comment upon them.

"Here is a judicial proceeding, an injunctive writ, for which there is no warrant in law, nor by statute, nor by common law, nor by any constitutional provision, nor by line, word or syllable of any decided case in the United States or of any State in the Union. The proposition is so novel that it would challenge our surprise if it were not so dangerous to the liberty of men."

The attorneys show that the Colorado law, section 3924, states that workers have the right to organize and to strike. The only restraint in this State now is the recently enacted "can't-strike" law, which makes it unlawful to strike until the State Industrial Commission acts. The workers complied with this law and the commission's award disposed of the case as far as the commission is concerned.

When the street car men struck Judge Whitford ordered the arrest of the seven unionists, denied them a trial by jury and put them in jail for 90 days. Attorneys for the convicted men appealed to the State Supreme Court to review the proceedings, but this has been denied.

In their petition to the State's highest court, the attorneys said:

"If a district court can hold citizens in contempt and send them to jail and actually imprison them for disobedience of an unlawful injunction in this case, then a district court sitting in Colorado can issue injunctions of any character and imprison citizens who disobey them. Where, then, are the liberties of the people of Colorado if this sort of a proceeding can be upheld?

"If a district court can enjoin men from striking for a day, it can enjoin them for a year or a century. If a district court can enjoin men from striking either for shorter hours, higher wages or better working conditions, then the working people of Colorado are bound in chains to their employers and can never again collectively assert their right to improve their standard of living or their lot in life.

"We assert that if this alleged principle of law is upheld we have reached a condition of involuntary servitude among the working people of Colorado, and involuntary servitude is prohibited by the Constitution of Colorado and of the United States.

"If a court of equity can enjoin men from striking, as has been done in this case, then we assert that fundamental constitutional provisions have been violated."

In denying the accused a trial by jury Judge Whitford violated another State law, which provides that where contempt is not committed in the presence of the court, the person arrested must be accorded a trial by jury when such demand is made.

Judge Whitford ignored still another section of Colorado law by refusing to grant the accused a stay of proceedings.

Burleson's Record 100 Per Cent. Anti.

Postmaster General Burleson has maintained his 100 per cent. opposition to an independent worker by his discharge of 11 officers of the Chicago Postal Clerks' Union.

In their publicity campaign the clerks used statements that were made at hearings before Congress and the 11 officials are dismissed on the ground of violation of law that debars employes from soliciting gifts. The union published a program of an entertainment in which advertisements were printed.

The average length of service of the victimized employes is 15 years, with one man nearly 25 years. These men are only qualified for the postal service, from which they are now debarred. They also lose their interest in the civil service pension.

The latest move by the postal autocrat is in accord with a policy that he has rigidly maintained. During the war when postal employes asked higher wages to meet advancing living costs, the Postmaster General declared that they were now getting three times the amount paid a soldier. He made no mention of his wage, however, which is over 30 times more than a soldier received.

He has opposed organization of employes that can not be controlled, he has opposed wage increases, he has recommended that the law providing that eight hours' work shall be done in a period of 10 be amended to eight in 12, and he has opposed time and one-half for overtime, despite the president's declaration for an eight-hour day.

Practically all of the officers of postal employes' national unions are men who have been dismissed by the Postmaster General because of their protests against servitude and their demands that postal employes be treated as Americans.

Building Guild Plan Gaining in England.

The Manchester Guardian, one of Eng-

land's foremost liberal newspapers, states that at last the Government has the sense to acknowledge that the national building guild plan "has the roots of a solution" of the housing question.

This plan, says the Guardian, "cuts out the middleman, and it guarantees continuous employment to the operative. The government has learned both these lessons from the guild and is tardily making tentative experiments itself in both direct and continuous employment. It has even had the sense to acknowledge that the guild plan, as such, has the roots of a solution in it, and to encourage local authorities to adopt it."

The guild was started by organized building craftsmen. It includes these workers, technicians and administrators, who volunteer to erect houses and other construction. Profits are placed at the disposal of the guild to improve the service and to pay wages to workers who are unemployed or who are idle because of weather conditions. The guild has entered into contractural relations with the co-operative wholesale society for the necessary material and with the co-operative insurance society for the necessary insurance.

The guild plan has spread to London, where it has been approved by the district council of the National Federation of Building Trade Operatives.

AN UNUSUAL VOYAGE

It is not usual for three salvage cases to turn up on a ship's single voyage. But this very noteworthy thing has actually occurred. The whole crew of the "Eastern Glen," including the officers and captain, fifty men altogether, have placed in the hands of Attorney Axtell, of New York, salvage claims against three ships which they picked up and towed during the voyage of the "Eastern Glen" from Seattle to New York. At Acaquapulca, Mexico, they picked up the S. S. "Silverado" and towed her to Balboa, 1,700 miles. After coming through the Canal they received distress signals from the S. S. "Lake Fariston." She was drifting on the rocky Columbian Coast. Four days more towage placed her in safety at Colon. They then proceeded to New York. 1,000 miles southeast of Sandy Hook they found the S. S. "Andrew Jackson" in distress. They towed her to New York, successfully completing this remarkable voyage.

Arizona is provided with one of the few moated strongholds in the United States, possibly the only one of its kind. The Capitol building now is almost surrounded with a huge and permanent moat that is to be completed this winter and in full flood soon afterward. The moat is six feet deep and six feet wide and is to be equipped with a powerful pumping plant for lowering the water level in the big circular canal and at the same time irrigating the Capitol lawns, trees, and beds and flowers.

If one body of men have a right to quit work to compel a necessary improvement in the conditions of their lives, no other body of men can have a right to take their places. The court of morals takes no cognizance of the right to scab.

MORE POWER TO "THE CALL"

The victory of the New York Call over Postmaster-General Burleson must give a peculiar thrill of satisfaction to every newspaper and every individual that has had dealings with that official during the last few years. By withholding for nearly three years the Call's second-class mailing privilege, Mr. Burleson had every reason to think—and doubtless hoped—that he would ruin the newspaper or drive it out of business as he succeeded in doing with hundreds of other publications. By the courage and ability of its editors and managers, and the loyalty of its readers, who made the survival of the paper their daily business, the Call has not only lived, but has lived to get back its rights and to prove Mr. Burleson a law-breaker or at least a law-stretcher himself. But no mere restoration of its mailing rights can restore the enormous sums of money lost through the action of the Postmaster-General. Until the Call is adequately repaid for the almost incalculable damage inflicted by the Postmaster-General, until some recompense is made for his cold-blooded attempt to strangle it to death, the case should not be allowed to rest. The Call should take immediate steps to recover through the Court of Claims or by suing the Postmaster-General himself the full amount of its damage.—New York Nation.

DISSECTING "ARTICLE X."

(Continued from Page 7)

a Government of force—it will never pledge its sons to underwrite or police any such scheme.

One of the most serious objections to Article X is that it places the real power to foment war or to force war further than ever from the constraining control of the people. While it may be true that certain formalities will have to be observed, such as in some instances a declaration of war, the things which make war inevitable are under the absolute control of a conclave of European diplomats sitting behind closed doors at Geneva. No scheme for peace will ever be worthy of a people's confidence which does not place the power of peace or war in the control of those who must pay the taxes and fight the battles when war comes. If those who make war had to fight the wars there would be fewer wars. If I had my way about it I would write into the Constitution of the United States a provision that no war should ever be begun by our country except in absolute defense against invasion or actual attack until the question has been submitted to a vote of the people. If you want to stop war, take the power to foment war out of the hands of the munition makers and the diplomats and place it in the hands or under the control of those who must fight and DIE when the war comes. The President once very truly said: "The people do not make war." Rarely have they indeed done so except in defense of their own liberties.

The Council of the League, under Article X, could foment war at any time it should see fit to do so. Nine men representing the inhabitants of the earth could bring about a condition where the people, notwithstanding any provisions of their respective Constitutions, would be dragged or driven into war as they have been heretofore nine times out of ten. If the territorial integrity of some nation were violated or if there was threat of war somewhere, the Council would have a perfect right, according to the terms of the contract which we are asked to ratify, to call for a blockade or for troops. The fact that some Congress had to vote the troops would not protect the people at all if you had contracted in advance to vote them. Or if they called for the troops merely for police purposes, war would inevitably follow nine times out of ten. Suppose Shantung should throw off her false and immoral rule and China should assist her, as she would, and the Council would call on our President to send one hundred thousand men as our proportion to steady the situation or protect Japan's territorial integrity. How long would it be after our troops were there until the fighting would commence and war would be on—declaration or no declaration of Congress? Let the dead boys in Russia, sent there ostensibly to steady the situation or guard a railroad, answer.

International Seamen's Union of America

(Continued from Page 5)

LAKE DISTRICT

SAILORS' UNION OF THE GREAT LAKES

Headquarters:

CHICAGO, Ill.....355 North Clark Street
PATRICK O'BRIEN, Secretary
THOS. A. HANSON, Treasurer
Phone State 5175

BUFFALO, N. Y.....GEORGE HANSEN, Agent
55 Main Street. Phone Seneca 5588

CLEVELAND, O.....E. J. SULLIVAN, Agent
308 W. Superior Avenue. Phone Main 1842

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162 Reed Street. Phone South 598

DETROIT, Mich.....K. B. NOLAN, Agent
44 Shelby Street. Phone Cherry 342

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74 Bridge Street

TOLEDO, O.....S. R. DYE, Agent
618 Front Street. Phone Bell Navarre 1823

NORTH TONAWANDA, N. Y.....J. MURPHY, Agent
122½ Main Street. Phone 890

SOUTH CHICAGO, Ill.....B. DAFOE, Agent
3308 E. 92nd Street. Phone South Chicago 7666

SUPERIOR, Wis.....W. EDGEWORTH, Agent
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CONNEAUT, O.....W. J. WILSON, Agent
992 Day Street

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Branches:

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Phone South Chicago 7666

TOLEDO, O.....618 Front Street
Phone Bell, Navarre 1823

CLEVELAND, O.....1012 Superior Avenue
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Phone South 598

DETROIT, Mich.....44 Shelby Street
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CHICAGO, Ill.....332 N. Michigan Avenue
Phone Central 8460

NORTH TONAWANDA, N. Y.....122½ Main Street
Phone 890 P. J.

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J. M. SECORD, Secretary

Branches:

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CLEVELAND, O.....308 West Superior Avenue
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ASHTABULA HARBOR, O.....74 Bridge Street
SOUTH CHICAGO, Ill.....3308 E. 92nd Street
CONNEAUT HARBOR, O.....992 Day Street
TOLEDO, O.....618 Front Street
NORTH TONAWANDA, N. Y.....122½ Main Street

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TACOMA, Wash.....2016 N. Thirtieth Street
SEATTLE, Wash.....84 Seneca St., P. O. Box 65
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SAN PEDRO, Cal.....P. O. Box 67
HONOLULU, H. T.....P. O. Box 314

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Headquarters:

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Branches:

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P. O. Box 214

SAN PEDRO, Cal.....P. O. Box 54

ALASKA FISHERMEN'S UNION

Headquarters:

SAN FRANCISCO, Cal.....49 Clay Street

Agencies:

SEATTLE, Wash.....84 Seneca St., P. O. Box 42
ASTORIA, Ore.....P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC

Headquarters:

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PRINCE RUPERT (B. C.), Canada.....P. O. Box 1675
KETCHIKAN, Alaska.....P. O. Box 201
PETERSBURG .....Alaska
UNGA .....Alaska

UNITED FISHERMEN OF THE PACIFIC

ASTORIA, Ore.....P. O. Box 138

FERRYBOATMEN'S UNION

C. W. DEAL, Secretary
SAN FRANCISCO, Cal.....166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal.....F. E. McFARLANE, Agent
46 West Main Street

BRITISH COLUMBIA STEWARDS' UNION

FRED WALSH, Secretary
VANCOUVER, B. C.....311 Hastings Street, West
Room 2. Phone Seymour 3976

Labor News

The wide field covered by the A. F. of L. is shown by the organization of rag sorters in Tacoma, Wash.

The Nashville, Tenn., street car company shows that all czars and kaisers do not live abroad. It has refused to negotiate a new agreement with its organized platform employes and these workers are now on strike.

With workmen's compensation laws enacted to date in 43 States and in Alaska, Porto Rico and Hawaii, in addition to the model measure adopted by the Federal government for its half-million civilian employes, rapid progress is being made toward providing industrial accident insurance at cost through State funds, according to a statement issued by the American Asssociation for Labor Legislation. Association for Labor Legislation.

Treat your strikebreakers kindly and occasionally give them a small present, is the advice of officers of the Tennessee Manufacturers' Association to officers of the Nashville Street Car Company, which is attempting to establish the non-union shop. Nashville business men are urged to also pat the strikebreakers on the back and to assure these "independent" workers that their fight for non-unionism is appreciated by every low wage employer in this city.

In a speech to trade unionists in Chattanooga, Tenn., Secretary-Treasurer Birthwright of the Tennessee State Federation of Labor declared that big business was lined-up against the woman's suffrage amendment, which was adopted by the Tennessee Legislature. He said the Tennessee Manufacturers' Association, the Louisville & Nashville Railroad and all other forms of privilege were on hand to force rejection of the amendment by the same methods that they always used in opposing labor legislation.

Clarence B. Miller, secretary of the Republican Committee, was scored by the Convention of National Federation of Federal Employes. Mr. Miller advanced a wondrous scheme in Washington a few days ago to reduce the cost of living by having the government dismiss 300,000 employes. In their resolution the unionists said: "The dismissal of 300,000 employes other than postal employes would leave but 40,000 employes for the entire federal service throughout the United States." Some of the delegates advised the politician to look for monopolists if such a course would not affect contributions to the campaign fund.

Several thousand youngsters from the steel district of South Chicago were recently entertained by the "good fellow club" of the Illinois Steel Company, and Editor Tracy of the Union Clay Workers recalls that this club or its president, who is superintendent of the steel mills, did not arrange any picnics for these children when their fathers were on strike a few months ago to secure improved conditions. "The corporation," says Editor Tracy, "had hundreds of thugs and gun men on the job ready to shoot down the striking steel workers on the slightest provocation, but that was during the time when they were forced to show their hand. Now that the strike is over, they ride and dine the children of these same strikers."

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
Andersen, E. A. -1410
Andersen, J. F.
Andersen, C. D. -1131
Baskes, Jack
Anderson, Karl A.
Anderson, Gus
Anderson, K. P.
Anderson, H.
Anderson. Jack
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Anderson, J. -555
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Anderson, G. N. B.
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Alonzo, N.
Axelsen, Herman
Axelsen, George

Back, Soren
Baumgartel, A.
Backstrom, C.
Barentes, Joe
Ballah, Lee
Berg, H. J.
Berglund, Iver
Barrington, P.
Berger, Aug.
Belmont, Joe
Bergkvist, Axel
Bergesen, Birger
Bendixon, Hans
Berntsen, Nils
Bingham, Dexter
Blomgren, Adolf
Blindheim, A. E.
Blomgren, Carl
Boyle, Andrew
Bretsen, Jos.
Brown, H.
Brown, Martin
Braun, T.
Bunden, L. W.

Carlson, M. -906
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Campbell, John R.
Christensen, E. O. H.
Chekan, W.
Clifford, H. W.
Clair, A.
Clark, Sterling

Danielsen, O. E.
Degerstedt, Karl
Devich, Joseph
Donovan, J. J.
Donnelly, R. A.
Dunham, Dexter
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Dunne, F.
Dutton, Henry

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Engvall, J. A.
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Fernandez, Elisio
Fex, Andrew
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Fredriksen, B. D.
Ferslund, Victor

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Gaughan, Tom
Gran, Aksel
Gravander, Nils
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Graham, E.
Gragan, J. H.
Gutisen, J. H.
Gustafsen, Oscar
Gusjaas, Oscar

Hansen, S. P. -2794
Hansen, Nels -2072
Hansen, Ed.
Hansen, Edgar
Hansen, Oscar
Harms, E. E.
Haltnes, M.
Hansen, Frank
Hansen, Immanuel
Helmer, Fred
Heritz, Ivor
Hickka, E. J.
Hasselberg, Gustaf
Hape, Hans
Hoopes, Bill
Hahnqvist, E. J.

Jonas, H. A.
Johnson, Jack
Johanson, C.
Johnson, Clarence A.
Jacobs, Fulton
Johnson, E. E.
Johnson, J.
Johnson, Harry
Johnson, Gatterd
Johnson, Chris
Johansen, O.
Johnson, A.
Johnson, John S.
Jensen, V. J.
Jorgensen, Adrian
Jorgensen, D.
Julisen, C. A.

Kallo, K.
Karlson, Ingvald
Karlson, G. A. -1190
Karlson, Louis
Kaskinan, Alluri
Kallinan, Frank
K. N., -1013
Kempsen, M.
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Leason, J. A.
Liiquest, Rudolf
Lindholm, A.
Lindstrom, Geo.
Lilburger, Wm.
Linne, Theodore
Lokken, O. K.
Lundgren, Carl
Lund, Erik
Lynch, J. P.

Martinsen, Ingvald
Mattson, Hilding
Maline, Stanley
McLean, Angus
McVicar, P.
Meyer, Frank
Mickelson, Harry
Micklans, J.
McPherson, R.
McDonald, J.
McCoy, J. L.
McKenzie, Dan.
Miller, S.
Monrad, Trygue
Molurg, K. G. E.
Monroe, N. S.
Mosley, S. E.
Murphy, Thos.
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Nelsen, Anton
Nelsen, H. -1460
Nelson, A. B.
Nelson, N. J.
Neilson, O.
Nelsen, Oscar
Newman, J. S.
Nielsen, C. L.
Norsheim, Ben
Nordstrom, A. R.

Oberg, J.
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Olsen, Fred A.
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Peterson, John E.
Pinerd, F. H.
Piplore, J.
Prinz, Carl

Richardsen, J. W.
Richardson, E. C.
Rod, S.
Ruhr, Hans
Runsten, Arthur
Rylander, R.
Rysock, M. van

Sale, John
Saard, Frank
Salvesen, T.
Samuelsen, H. N.
Schurr, Harm
Scheleng, C.
Scott, W. N.
Sickman, A.
Sinnis, G.
Simonsen, S.
Simondsen, H.
Smith, C. J.
Smeland, John
Sommerfeld, P. L.
Sohnn, M.
Soroos, S.
Sobel, R.
Sterndoch, J.
Strand, C.
Stuhr, H. M.
Svenson, Thure
Sverdrup, Walter
Sjoberg, G.
Slandart, M.
Taice, John
Tangvalt, G. J.
Thornquist, A.
Unwen, Harry
Verst, C. A.
Ward, Fred
Watson, L.
Wall, W.
Whete, R. E.
Williams, L. A.
Wilhelmsen, S. J.
Symons, W. A.
Thorn, Arvid
Thor, L.
Thorpe, J. W.
Vilen, I.
Vaher, C.
Wilhelmsen, S.
Wilson, C.
Wright, H.
White, R. E.
Ylonen, S.
Yorkvelt, A.

Aberdeen, Wash., Letter List

Anderson, Fred
Anderson, John (registered)
Anderson, E. F. (registered)
Anderson, James
Anderson, Andrew
Brandt, H.
Berke, C.
Barton, M.
Brun, Mattias
Bedford, A.
Bradsbery, Geo.
Carlson, Oscar
Forsman, Niels
Hansen, Johan G.
Hansen, H. O.
Hanson, Halvor
Halvorsen, Halvor
Halvorsen, Hans
Janson, John
Johanesen, Alf.
Johnson, Karl
Johannesen, Jonas
Johanson, Emil
Jorgensen, Jack
Kepper, Henry
Kinnunnen, Ant.
Olsen, Alf
Petersen, Hans
Roneld, P.
Randmets, Mike
Risenius, Sven
Saro, W. R.
Smith, Carl Johan
Toren, Gustaf
Tourela, Erick
Vejvorda, Frank
Wattel, P.

SAN FRANCISCO
Alaska Fishermen's Letter List

Andersen, Oscar
Anderson, Hilding
A. L. N.
Bakinen, John
Bjorseth, Konrad
Carlson, Gust
de Blom, A.
Ericson, Rob
Erickson, John
Groth, J.
Hansen, Emanuel
Hansen, Anton
Hakanson, Ingvar
Isakson, Erick
Jacobsen, Jack
Johansen, F. C.
Johansen, Karl W.
Johnson, John
Karlson, George
Kjerdalen, Ole
Kristoffersen, H. O.
Leskinen, Fred
Levele, Ed.
Lindeberg, Ernest
Lauren, William
Lund, Frank
McNeill, Daniel
Ross
Moxnes, Chris.
Mikelsen, P.
Newton, A. B.
Olofson, Charles
Osterman, John
Olsen, Thom
Olsen, John
Ome, Tobias
Olsen, George
Peterson, Frank
Rasmussen, Peter
Skovba, Nils
Shivers, Witt.
Svenson, August
Schultz, Walter
Tennison, Peter
Wamsa, August
Peter
Registered Letters
Cranzzi, Rosolino
Meyer, Hans
Mittenmeyer, J.
Rasmussen, P.
Smith, R.

INFORMATION WANTED.

Any one knowing the whereabouts of John B. Isaacs will please notify Chas. F. Bullock, Marine Cooks' and Stewards' Association, 321 Twentieth street, Galveston, Texas. Matter of great importance. 3-31-20

Members of the crew of the S. S. "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members, and the respective amounts due thereon is as follows:

Amudsen, R.	$22.50
Eugene, John	22.50
Makinen, K.	22.50
Mattson, Geo. J.	22.50
Rehnstrom, A.	26.25
Sjoholm, J. W.	22.50

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Rudolf Knutsson is anxious to ascertain the whereabouts of his brother, J. Harvid Knutsson, a native of Trellerborg, Sweden, age 20, last heard from in New York, in April, 1918. Please address his brother, care Sailors' Union of the Pacific, 59 Clay street, San Francisco, Calif. 1-7-20

Albert Nord, a native of Sweden, is inquired for by his brother, David Nord, General Postoffice, Brisbane, Australia 5-19-20

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INFORMATION WANTED

Any one knowing the whereabouts of Karl Reese, age 30, last heard of in Iquique, Chile, October, 1916, bark Herbert," will please notify George Zimera, Sailors' Union, P. O. Box 65, Seattle, Wash. 1-21-20

Tacoma Letter List.

Dominguez, Joseph
Grondund, Oscar
Johnson, John
Kuhlmann, Emil
Mattson, Walter
Mcgrail, Mikel
Person, Fritz, Leonard
Rahlhard, H
Reilly, Ralph
Redelins, Rolp
Shumko, Nick
Smith, John
Smith, Carl, Johan
Swanson, Harold
Swanson, H. -1216
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Thompson, T.

Portland, Or., Letter List

Ahren, Wm.
Andersen, A. C.
Andersson, Axel
Andersson, Carl
Anderson, A. B.
Anderson, J. A.
Anderson, Ed.
Anderson, Gunnar
Andersson, Bill
Anderson, Herman
Anderson, Carl E.
Austin, Ed.
Amundsen, Ben
Alakaihn, Moses
Allen, I. J.
Alsic, Karl
Bach, Soren
Backman, Peter
Bieler, Ben
Blake, Frank
Bohm, Gust
Bohm, Franz
Carmelie, Guiseppe
Custer, Kenneth R.
Danilson, Albin
Darlington, Wm.
Davison, Jim
Diez, H.
Dooly, Frank E.
Douglas, Joseph
Durett, J. B.
Erickson, J.
Erickson, Hans E.
Ellegard, M.
Engler, S. H.
Enberg, Einar
Fogelberry, Harry
Forsberg, Swen S.
Fugman, Arthur
Gilkison, A. F.
Golden, Roy L.
Graff, John D.
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INFORMATION WANTED

The Centrale Bond von Transportarbeiders have placed in my hands claim of the father and mother of L. Verhoef, seaman who met his death on the S. S. "Balosaro" April 29, 1920. An old spring line broke, curled around Verhoef's left leg and yanked him on to the winch while he was operating it. Before it could be stopped his leg was taken off. He died two hours later at the hospital. Will members of the crew please report here promptly. The master has made an entry in the log book to the effect that the deceased met with his death through intoxication, which statement we believe to be utterly false. I am acting for the dependent relatives. It is the duty of seamen to tell the truth. Your dependents may be in the same position some day.—S. B. Axtell.

8-25-20

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SAN FRANCISCO

Home News

California shipped 46,757 carloads of citrus fruits, valued at $81,200,000, in the season just ended, according to the report of G. Harold Powell, general manager of the California Fruit Growers' Exchange, rendered to the directors of that organization at their annual meeting.

Congressman John J. Esch, Republican, one of the authors of the Esch-Cummins railway bill, was defeated for renomination in the primary in the seventh district of Wisconsin by Joseph E. Beck, former State Commissioner of Labor. Esch's managers conceded Beck's nomination. Beck was supported by Senator La Follette.

The Colorado Bar Association will urge the next Colorado Legislature to establish cossacks in that State. The lawyers say that recent riots in connection with the local street car strike would be impossible if cossacks were on the job. The bar association makes no mention of the imported thugs and strikebreakers who staged the riots. Neither do the lawyers comment on the policy of certain local newspapers that create a mob spirit which was capitalized by the thugs.

Spirituous liquors received their final and complete divorce from the United States Navy in an order made public by the Bureau of Medicine and Surgery prohibiting their issue to naval vessels for medicinal purposes. Not only are medical supply depots prohibited from issuing whisky except to hospitals, but when their present supplies have become exhausted, the order states, "no further purchases will be made and whisky will be stricken from the supply table of the medical departmen of the Navy." It is estimated that the supply on hand will last not more than two or three weeks.

Coal owners in Mercer and McDowell counties, West Virginia, have failed to stop the unionization of their employes by thugs and machine guns and now call on the court to protect their "yellow dog" contracts. Miners are compelled to sign these contracts before they are employed. The contracts provide that the miner shall not join a union while in the company's employ. As the miner is miles from any other employment, and in most cases has a wife and family, he is compelled to waive his rights as a citizen. This contract has been sustained by the United States Supreme Court.

A mysterious explosion in Wall Street, New York, believed by Department of Justice and police to have been caused by an infernal machine, rocked the heart of New York's financial district at noon on September 16, leaving death and destruction in its wake. At least 31 persons were killed, more than 200 were injured, the banking house of J. P. Morgan & Co., the Subtreasury and the Assay Office were partially wrecked and property damage estimated in excess of $1,000,000 was caused. Thomas W. Lamont of the J. P. Morgan firm, expressed the belief, however, that the explosion was purely an accident caused by a collision between an explosive-laden wagon and another vehicle. The firm had received no threats of any kind he said, and there was no real reason for the planting of a bomb outside the firm's office.

Domestic and Naval

Mexican laborers in Dallas, Texas, have become weary of exploitation and have organized.

A co-operative cigar factory which will sell its products by mail order to union customers has just been opened under the direction of the Union Cigarmakers' Co-operative Society of New York. The venture has been incorporated for $20,000 and will have a capacity for fifty workers, who will be chosen by lot from among the members of the society, all of whom are union members.

Organized Washington timber workers employed by the National Lumber Company defeated an attempt to change the eight-hour day to 10 hours. Some members of the company's "union," known as the Loyal Legion of Loggers and Lumbermen, joined the strike. After the bona fide unionists saved the eight-hour day Loyal Legion officers condemned the company. Then the company admitted its "mistake."

A 44-hour week is one feature of an agreement between metal trades workers and contract shops in Savannah, Ga. Wages are advanced 10 cents an hour, or to an hourly minimum of $1, for mechanics. Apprentices covered by the agreement will be paid 40 cents an hour to start with, and an additional 5 cents an hour every six months until the completion of apprenticeship.

The Washington state safety board is attempting to reduce the number of accidents in the building industry in this state which totaled, last year, 388 non-fatal and 83 fatal accidents. In a circular to the various affiliates of organized labor, Martin J. Flyzik of the State board, announces the issuance of general safety standards and urges all workers and employers to become acquainted with these rules.

Co-operatives in Tucson, Ariz., have bought a drug store for $10,000 and have added another link to their intended chain of stores. The co-op. movement is backed by organized labor and now conducts a first-class grocery store and drug store. The co-ops. declare their dream for a bank, a clothing house, butcher shop and a restaurant will come true. Opponents of the co-ops. still insist "it can't be done."

The Actors' Equity Association has secured a contract from the Touring Managers' Association which assures the actors many of the conditions prevailing in theaters in New York. The Touring Managers' Association is composed mainly of producers who send one-night attractions on the road. The Actors' Equity Association includes some of America's leading stage stars and is affiliated with the A. F. of L.

Through a misunderstanding of a decree issued by Judge Augustus Hand in the Federal District Court of New York in the matter of money awarded the crew of the steamer "Westmoreland," which salved the U. S. Shipping Board vessel "Mulpua," it was stated that $40,956 was to be divided among the crew. S. B. Axtell, No. 9 State street, attorney for a majority of the crew, informs the Journal that the decree apportions only one-fifth of that sum, or $8,191, to the crew. The owners, he states, gets the balance. Mr. Axtell had asked for one-fourth

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Assets	$66,840,376.95
Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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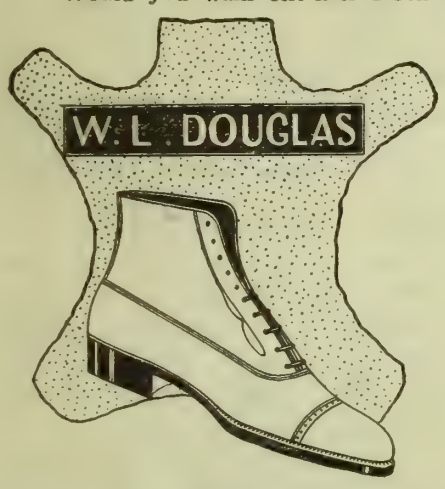

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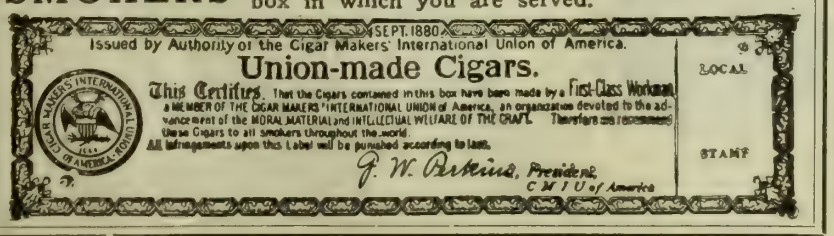

News from Abroad

French steamers have resumed a daily cross-Channel service between Calais and Dover.

It is anticipated that Natal's coal production for the present year will amount to at least 3,000,000 tons.

The Argentine Government has asked Congress to vote 4,200,000 gold pesos for the improvement of the port of La Plata. It is proposed to deepen the port to a minimum depth of 30 feet.

Emigration from the British West Indies to sugar estates in Cuba and Santo Domingo is continuing. From Jamaica alone laborers are going to Cuba at the rate of nearly 2,500 monthly.

The future exportable surplus for Greater Rumania is estimated at 5,000,000 tons of cereals, in addition to 500,000 tons St. Petersburg standards of timber and 1,000,000 tons of petroleum products.

The financial position of Egypt has been strengthened considerably owing to the enormous wealth brought to the country during the war from sales of cotton, and Egypt is at the present moment considered as being in a better financial position than she has ever been before.

As a result of the shortage of fuel in French Guiana, arrangements are being made for two freight-carrying aeroplanes to travel fortnightly between the above-named colony and British Guiana to transport certain supplies to Cayenne; to obviate the necessity of depending entirely on steamer service.

Jamaica is considering the creation of a banana inspection department in order to prevent the purchase of immature fruit and its destruction in order to stifle competition, as is alleged to have been done recently by an American company which thus attempted to drive a rival to the wall.

For the first six months of the year the exports of Swedish iron ore amount to 1,500,000 tons, as against 900,000 tons in the same period of 1919. Coal and coke imports during the same period were, 1,177,155 tons (against 879,516 tons for 1919), of which 300,000 tons came from America.

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Forty-five prisoners of India are now imprisoned in Port Blair jail in the Andaman Islands, the Siberia of India, according to the announcements here. Of these, twelve are from Bengal, two from Bombay, three from the United Provinces, and more than twenty from the Punjab. These men were charged with revolutionary activities against the British government in India, and have been in prison for many years. Although the British Government has proclaimed a so-called "amnesty," the men are still caged in the Andaman Islands because they love their country and refuse to submit to British authority. The Andamans are composed of a number of small, marshy and unhealthy islands in the Bay of Bengal, about 1,000 miles off the East coast of India.

With the Wits

Another Silver Heresy.—Too many men seem to think that optimism consists only of seeing the silver lining to the other man's cloud.—Dearborn Independent.

A Correction.—"Was Rome founded by Romeo?" inquired a pupil of the teacher. "No, my boy," replied the wise man; "it was Juliet who was found dead by Romeo."—Tit-Bits.

Saving the Hens Trouble.—"Here, Binks, I wish you'd take my garden seeds and give them to your hens with my compliments. It will save them the trouble of coming over after them."—Life.

Strong Family Resemblance.—"Contentment," remarked Shinebone, "am a mighty fine thing; de only trouble 'bout it is it's kin' o' hahd to s'tinguish from jes' plain laziness."—Boston Transcript.

Jugs, Not Jags.—"Pack my box with five dozen liquor-jugs," is the shortest sentence containing all the letters of the English alphabet, and there is no law against liquor-jugs so long as there is no liquor in them.—Concord Monitor.

They Couldn't Help It.—Two friends met in the Strand the morning after an airplane raid. "Any damage done your way?" the first asked. "Damage! Rather!" answered the other. "Father and mother were blown clean out of the window. The neighbors say it's the first time they've been seen to leave the house together in seventeen years."—New York Globe.

The Sign Language.—Ephum Johnson was up before Judge Shimmerplate on a cruelty to animals charge. "Deed Ah wasn't abusing dat mule, judge," the old man demurred. "Did you not strike it repeatedly with a club?" "Yassah." "And do you not know that you can accomplish more with animals by speaking to them?" "Yassah; but this critter am different. He am so deef he can't hear me when Ah speaks to him in de usual way, so Ah has to communicate wid him in de sign language."—Charleston Mail.

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XXXIV, No. 4. SAN FRANCISCO, WEDNESDAY, SEPTEMBER 29, 1920. Whole No. 1720.

AN INTERNATIONAL SEAMEN'S CODE

Does It Stand for Progress or Reaction?

The recent conference at Genoa, held under the auspices of the League of Nations, considered among other things the possibilitiy of drawing up an International Seamen's Code.

The conference agreed that the work of detailed codification could most suitably be undertaken by the International Labor Office functioning under the League of Nations. As previously reported in the Journal a recommendation was adopted to the effect that each maritime nation proceed with formulating a "Seamen's Code" to facilitate the task of establishing an International Seamen's Code.

A part of the code commission's report to the conference has a rich historic background and is therefore, because of its general interest, published herewith.

In most countries the systematic codification of seamen's law has not been undertaken up to this time, with the result that there is frequently confusion in the minds of seamen, if not also in the minds of shipowners, as to the precise nature of their rights and obligations. The British Merchant Shipping Act of 1894 and the German Seamen's law of 1902 may, in a sense, be called national seamen's codes, though the former is more in the nature of a general shipping code. A draft of a seamen's code had also been prepared in France before the war. But these compilations of the laws relating to seamen are not complete, and progress may still be made even in these countries toward a more complete systematization of seamen's law.

The Commission is convinced that it would greatly facilitate the establishment of an International Seamen's Code, in the sense in which that end is approved by this Commission, if each of the maritime countries of the world would advance so far as possible the codification of its own law relating to seamen. The clear and systematic statement of the law of each country in a single compilation would make it much easier for it to be understood in other countries. The uniformity which already exists would be more easily extended if such national codification were effected.

The Commission has experienced some difficulty in defining what is meant by an International Seamen's Code. It has decided that the term shall be used in this report to mean a collection of the laws and regulations dealing with the condition and position of seamen as such, which it may be possible for the various maritime countries of the world to adopt as a common and uniform body of international seamen's law. The content of such an International Code has not been and could not be determined with preciseness by this Commission. Indeed, the establishment of such a code must mean a labor of years.

The Commission has made a survey of the present situation for the purpose of determining whether any such general code or such special codes now exist. In times past, the seafaring world has known the existence of a single body of law common to numerous maritime countries. The Rhodian law and the laws of Oleron are striking instances of International Seamen's Codes which in their time served useful ends.

The "Consolate del Mare" served the Mediterranean countries during several centuries as a sort of international code of maritime law. And in this connection it is fitting that this Conference assembled in Genoa should pay its tribute to the commentaries on the "Consolato del Mare" by a famous Genovese citizen in the early part of the eighteenth century, Giuseppe Mari Casaregi (1670-1737). The debt owed to him by modern civilization itself is an indication of the possibilities of international codification.

If the modern growth of nationalism has tended to the creation of separate national maritime laws there are not lacking signs that in recent years appreciation has become more general of the unity of the seafaring world as an international community. The Conference which assembled at London in 1913 and 1914 and which elaborated an International Convention for the safety of life of both seamen and passengers at sea is an instance of this. Mention may also be made of the conventions concerning several specific divisions of sea law, which have from time to time been drawn up by the International Committee for the Unification of Maritime Law, and some of which have already found acceptance in the law of numerous maritime countries.

The Commission has fortunately included among its members certain representatives of the Scandinavian countries, and it is indebted to those gentlemen for an account of the International Scandinavian Maritime Law of 1893. Denmark, Norway and Sweden have found it possible since that date to maintain a common shipping law, and the fact that a common law exists has been of great benefit to Scandinavian shipowners and seamen. At the present time representatives of these countries and representatives of Finland are working on a commission which has been entrusted with its revision.

The Commission therefore feels it unnecessary to labor an argument that it is possible to establish an International Seamen's Code, in the sense in which that term is used in this report. It is convinced that, if this possibility is acted upon and an International Code is established through the medium of the International Labor organization, it is only the willingness of the maritime States which are members of the organization to adopt and enforce its provisions, which will condition its success.

The argument has been heard during the meeting of the Genoa Conference that the codification of sea law on an international scale would be most dangerous; that it would mean the perpetuation of many obsolete provisions in existing law; and that if such codification were successfully attempted, it would make it more difficult in the future to liberalize existing law and to adapt it to changing conceptions of social justice. The Commission has felt it its duty to examine this argument earnestly and thoroughly, and as a result of such examination, it has been convinced that such dangers are not serious, if indeed they exist at all. Certainly there can be no danger in codifying and uniformizing the law which is already somewhat uniform in various countries. And if it should prove to be unwise to proceed except in rare instances with the codification of the law on very contentious subjects, the demonstration of this fact will from time to time enable the advocates of further codification to escape such dangers.

The Commission would point out that any international code should be framed in elastic terms, and that if its content cannot ever be a maximum of the legal regulation existing in any one country, it should nevertheless be the maximum of the regulations common to numerous countries. It must also be noted that in the Draft Convention adopted at the Washington Conference a very salutary principle was introduced in the articles requiring periodical consideration of the necessity for revision. This principle should find a permanent place in the seamen's legislation attempted through the medium of the International Labor organization; and in the opinion of this Commission it affords sufficient assurance against the possibility that law which may have become common to various countries would be more difficult to change in any one country.

Nor does experience in the Scandinavian countries, which already have a common maritime law, justify serious fear. The Scandinavian Code has already been modified by the convention on assistance at sea signed in Brussels in 1911 and further modification may result from the work of the revision committee which is now sitting. On the whole, therefore, although the Commission has attempted to survey without previous commitment the possible dangers attending codification of sea law on an international scale, it has been convinced that these dangers are slight, if not nonexistent, and greatly outweighted by advantages which may accrue.

Of the possible advantages which may be expected from the establishment of an International Seamen's Code, as envisaged in this report, the Commission would direct especial attention upon two outstanding points. Unlike workers in many other fields, seamen must often do their work in several countries, in each of which it may be necessary for them to know something of the law as to their relations with their employers and their fellows. Even when not in other countries, much of the seamen's work must be done on the world's highway, far removed from the usual reach of public authorities. Moreover, on the ships of most countries the seamen are fre-

quently of many nationalities. It is not unusual that the seamen on a ship neither speak the language of the ship's country, nor understand its laws. Seamen form what is, indeed, an international community, and as such they have many relations on which it would greatly redound to their advantage to have applied to them a uniform law, whatever flag be flown by the vessel on which they ship. Such a uniform law can be secured only through common international action.

Another advantage is quite as obvious and quite as important. With commercial competition between the merchant fleets of various countries as keen as it was in the days before the war and as it promises to be in the years to come. there are certain fields in which various States find it difficult to adopt any new legislation because of its possible reaction to the advantage of the merchant fleet of a competing country. If, for instance, one State attempts by legislation to secure the improvement of seamen's living accommodations, it may find it self at a disadvantage vis a vis another State which fails or refuses to make a similar change in its laws. Commerce tends to apportion itself among States in accordance with the advantages and disadvantages in existing legislation, and the balance which is thus struck at any one time is frequently a very delicate and precarious one which any change in legislation may upset.

Progress in national law may therefore depend to a large extent upon the possibility of common international action in a particular legislative field, and without such international action the progress which is possible may be precluded altogether.

An historic example of this necessity for common international action is furnished by the Plimsoll law enacted in England in 1894.

It was contended that the limit placed by this law on the load-line for British ships was to the disadvantage of British shipowners in competition with those of other countries. The effect of this legislation and the history of its administration furnish convincing proof that standards which are thought desirable in one country cannot sometimes be attained unless other countries proceed simultaneously to adopt the same standards.

Without attempting to enumerate other advantages which may be expected from an International Seamen's Code, the Commission is convinced that in the circumstances of the modern industrial and commercial world, the codification of sea law, in certain fields at least, has become not only a commercial necessity, but also the sine quo non for the application to workers at sea of standards already attained and commonly accepted for workers on land. In these fields, the alternatives are international action, or slow and tardy progress.

The Commission has not attempted to lay down in detail the general principles which should find expression in such an International Seamen's Code, and it is convinced that for the most part the establishment of these principles must await more thorough investigation. It seems clear, however, that any codification to be attempted should at first be in those fields where a measure of uniformity already exists in the laws of various countries. There are certain respects, principally concerning the formal relations existing between the seaman and his employer, in which the laws of many countries have long followed the same general course. Just as national codification has been most successful when preceded by a large degree of maturity in the laws codified, so it will perhaps prove that in international codification the readiest fields are those in which uniformity now exists. But codification must also meet the need for international action in those fields where national action is impossible or difficult without it and if the framing of generally acceptable legislation in such fields may call for more thorough investigation and more extensive adjustment of principles and policies, it should nevertheless prove quite as indispensable and quite as successful.

Whether an International Seamen's Code should be a complete body of law concerning seamen, or whether it would be more useful to elaborate special codes for particular fields of seamen's law, the Commission has not attempted to decide.

"FULLE OF DEVVYLS."

Once upon a time, when voyagers ventured into strange lands and among alien peoples, they drove into a fog of doubt and mystery.

When they returned, they sometimes wrote books telling of what they had seen or, like their brethren of to-day, what they thought their readers expected them to have seen.

Invariably, however, the old adventurers drew maps of the new lands as these had opened to their gaze. These maps they adorned with comment on the country's resources, such as "Here is muche gold," "Many elephants and ivorie," and other early fore-runners of the modern mining prospectus.

It often happened, though, that the scanty appliances of those days did not permit of extended journeys or accurate observations. Still, the directors at home would have to be satisfied that they had got their money's worth, so the balance of the chart was filled in with an imaginary littoral, the hinterland of which was dotted with "Dimondes are found here"; "Manye ostryches and apes." Then, across all, would be written, "None venture herein; this lande is fulle of devvyls."

It always proved a winner. The wisdom of the explorer in turning back was never questioned. His directors passed him a vote of thanks, and let it go at that, just as the Shipping Combine does to-day.

But one cannot help thinking that the ancient mariner's recipe for avoiding questions, and side-stepping new experiments, is not altogether unknown to us to-day.

There is a section of the community—not the largest, or the most deserving, but the most powerful and wealthy, worse luck—to whom any territory—terrestrial, political, or economical—lying outside their own prejudice-guarded ambit, is "a lande fulle of devvyls."

To these folk it is vain to go with the proofs that just beyond the iron hills lies a country of milk and honey for all, a land that can be reached by a road that all can follow easily and pleasantly, if only all will.

No use to tell them that the unlocking of the gate is in their hands; a gracious task which will cost the few that are mighty little, while it will open a new heaven upon earth to the many weary and oppressed.

They open out their charts, made for them and vouched by their led-captains.

"Nay, nay," they say; "none venture there. That lande is fulle of devvyls."

—J. B. H. in Australian Worker.

WORKMEN'S HEALTH INSURANCE.

A campaign for the passage of a workmen's health insurance bill has been launched by the Maine State Federation of Labor, following two resolutions unanimously adopted at its recent annual convention at Waterville, calling for the universal health insurance plan and instructing the legislative committee to work for its adoption.

"Sickness, which each year affects one-fifth of the adult workers, is the most prolific source of poverty," declares the Federation's resolution. "Even the fear of sickness and its disastrous effects undermines the well-being of the workers. The workers, through the trade unions and fraternal organizations, have made heroic efforts to meet this crying need of the wage earners. In these sick benefit plans, the workers bear the entire expense, although industry is in part responsible for the sickness among workers."

The universal plan is endorsed by the Federation because compulsory health insurance will "bring sickness protection to all workers" and will "place upon industry its just share of the cost of such insurance."

The Federation insists that the workmen's health insurance law furnish sickness protection at actual cost, with all private profits by stock insurance companies absolutely prohibited.

"Such a measure," the resolution says, "should embrace medical care and cash benefits during illness, and funeral benefit; should provide for active participation of the workers in the management and for democratic administration; and should exclude all interference by the commercial insurance interests."

A second resolution refers to the benefits of the State Workmen's Compensation law "to safeguard the wage-earners from the results of industrial accidents," and urges the adoption of "health insurance laws which have been proven by experience to be an efficient means of protecting wage-earners from sickness."

With this advanced action a total of more than 21 State Federations of Labor and 30 national labor organizations are now on record in favor of workmen's health insurance legislation.

SOVIETS IN ITALY.

In the industrial region of northern Italy the metallurgical plants have been seized by the workmen and are being run by their councils or soviets as in Russia. The movement arose in Milan where 280 industrial establishments were taken over on the first three days of September and other cities soon followed suit. In some cases the managers and superintendents were forcibly retained to direct operations or were kidnapped from their homes for that purpose. At the Lombard automobile factory at Milan six directors were imprisoned in the works as hostages to secure payment of wages. The workmen in the Fiat factory have announced that they will sell the automobiles they make on their own account. Red flags are hoisted over the soviet plants and pictures of Lenin are displayed on the walls. The factories have been fortified against attack by barricades and barbed wire. In some case bare wires carrying high voltage currents are strung around the building. Machine guns are mounted on the roofs and at the entrances. Abandoned munition plants have been seized and set to making arms for the insurgents. In Venice they have captured the arsenal. The workmen mostly live in the factories to serve as garrisons. They are under military discipline and allowed only a limited amount of liquor. At Genoa and Naples all the shipping in the harbor has been forced to raise the red flag by orders of the seamen and dockers committees.

The occupation of the plants by the employes has been accomplished with little bloodshed and little effort has been made to recover them. The Government remains neutral and inactive. The Minister of Labor, Signor Labriola, is a Socialist and holds that this is an industrial dispute in which the Government has no right to interfere so long as the movement does not take a political form. The General Federation of Labor has endorsed the action of the metal workers.—From the Independent, New York, September 18, 1920.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Labor Defeats Congressman Esch

Labor's defeat of Congressman Esch in the Wisconsin primaries is a distinct feature of the A. F. of L. non-partisan campaign.

Congressman Esch has represented the LaCrosse district continuously for 20 years. Two years ago he was re-elected by 10,000 majority over two other candidates, and as chairman of the House Interstate and Foreign Commerce Committee he is credited in the popular mind with being co-author of the Cummins-Esch railroad bill.

His candidacy in the recent primaries centered on this legislation and he insisted that the law was the best possible, but labor in that district is non-partisan and therefore wanted facts. As a result Mr. Esch will retire to private life when the present Congress ends next March.

Other candidates who defend this law are telling their audiences that "I will look you square in the eye and declare that this is the best legislation that was ever passed." This statement is a heroic gesture, but it is neither argument nor fact. It is suited for the days when partisanship was rampant, when the labor vote was delivered in many sections of the country, the passing of which seems to be deplored by those who declare "Gompers is trying to deliver the labor vote," when he and other trade unionists urge non-partisanship to stop the delivery of labor's vote.

The defeat of Congressman Esch and the cheap drama defense of the railroad act recalls a speech by Congressman Sanders of Louisiana when the bill was before the House of Representatives for final passage. The House had previously refused to accept the Cummins bill, passed by the Senate, and the Senate had rejected the Esch bill, passed by the House. This situation forced both bills into conference, where conferees representing both branches of Congress secretly adjusted differences.

Forty-eight hours before the House was called upon to vote on the conference report it was made public. In refusing to vote for the new bill, Congressman Sanders said there was nothing left of the Cummins and the Esch bills but the titles. He declared that there was not a member of the House of Representatives, save possibly its members of the conference, who understood the report, and that it was a physical impossibility to intelligently digest the 120 pages of the report between the time it was made public and the hour for final vote.

"The study that I have been able to give to the report," said the Louisiana lawmaker, "convinces me that it is bad and, therefore, I am going to vote against it because the sections that I have studied, sections that I do understand, convince me that it has not been written in the interest of the 110,000,000 people of America."

Congressman Sanders's statement shows how this legislation was rushed through Congress, with the people whipped to a frenzy by special privilege and its defenders, who well know that their prosperity depends upon blind partisanship and a careless electorate.

Trust's Spokesman Told to Face Facts.

In an open letter to the Iron Age, semi-official organ of the steel trust and defender of Garyism, officers of the interchurch world movement suggest that this publication "face the facts." The editor is asked:

"Are cold facts on an actually existant autocracy to be met forever by trite fears of another, non-existant autocracy, or by talk of 'wonderful progress,' when the hours in the industry are longer now than 10 years ago? Are blacklists and spy systems the industry's pride?"

The church men say that among independent steel mill owners there are men who profess repugnance to the present system of refusing to confer with workers and the means used to maintain Garyism, but for reasons concerning the steel trust they claim they are unable to speak out.

The church men have also appealed to the public to take whatever steps are possible, through organization or otherwise, to avert another steel strike and consequent nation-wide trouble. This letter asks:

"The 12-hour day, involving hundreds of thousands; the seven-day week; wages that make for unhealthy communities and an underfed race; arbitrary management which penalizes the American spirit and corrupts its institutions—is the reform of all this to be left simply to the hazard of a strike?

"Cannot a democracy govern itself? Must the public, forewarned, rest inert while a basic industry prepares trouble for all? Just because the strike is some way off, or because the national campaign to allocate our political governance is on, is the great democracy to let economic governance go by sheer default?"

"From Stem to Stern."

W. A. Atterbury, vice-president of the Pennsylvania Railroad, is as mad as the proverbial hornet because employes of that system are unionized. Mr. Atterbury unburdened his woes to the Philadelphia Chamber of Commerce. He said the Pennsylvania was strictly non-union when the Government took control and now, to his horror, he finds when this property is returned it is organized, to use his language, "from stem to stern."

The speaker's sorrowful tale would bring tears to a paving block and a sympathetic audience agreed that labor "broke its promise during the war." Mr. Atterbury construed the government's promise that there would be no reduction of labor standards during the war to mean that when the government took control of the railroads it should maintain the Pennsylvania's anti-union policy. Instead, Director General of Railroads McAdoo, in order No. 8, said:

"No discrimination will be made in the employment, retention or conditions of

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Internationale Transportarbeiter-Federation Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan, F. Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbodgade, 15 Kobenhavn.
Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.
Dansk So-Restaurations Forening, Y. Strandstrade 20, Cobenhavn.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

AUSTRIA

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marcellino 6-2, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The Ministry of Labor's figures showed that the cost of living in England on July 31 was 155 per cent. above the pre-war level.

The annual report of the Spanish Typographical Union shows a membership of 7,000. The union is strongest in Madrid, and weakest in Barcelona, which is noted for the anarchistic tendencies of its workers.

Ex-service men in South Wales have passed resolutions applauding the failure of the Territorial recruiting scheme, and refusing to obey any mobilization order for military operations against Russia or Ireland.

On a promise by President de la Huerta that a speedy and just settlement of their demands would be made, 75,000 workers on strike throughout Mexico, have returned to work. The strikers' demands include wage increases that range fdom 50 to 100 per cent.

The French wholesale co-operative society has done business this year to the amount of over 150,000,000 francs. In 1914 the business totaled 19,000,000 francs. In Douai the co-operatives reduced the price of foodstuffs 33 per cent., much to the disguest of profiteers and to the joy of wage earners.

Eighteen secret commandments, which Lenine required French trade-unions to subscribe to before they would be admitted to the Third Internationale, at Moscow, have been made public in Paris. They provide among other things for press censorship to secure a uniform Communist policy, and an iron discipline of a quasi-military character to be imposed by a strongly centralized body.

The boycott of Hungary by the International Federation of Trade Unions is one of the most significant events of the year. Workers of all countries are appealed to, to cut off Hungary, as a thing accursed, until the White Terror is lifted. With the thoroughness of a Biblical curse, Hungary is to have no food, no supplies, no communication, even, with the outside world. If indirectly the victims of Horthy have to suffer with him, their lot can scarcely be worse than it is now, and this seems the only way in which to save them. The camouflaged League of Nations has done and will do nothing, and as usual it is up to the workers to save themselves.

After pledging their one day's wages to the starving railway strikers of the Punjab, thousands of workers in a mass meeting in Bombay, representing different industries recently voted for an All-India Trade Union Congress to be held soon in that city. This meeting passed resolutions denouncing the attempt of the British Government to choose India's Labor representative to the International Labor Conference. The Government nominates N. M. Joshi, but the trade unionists want Lala Lajpat Rai. The Revolutionists want someone else. They hold that a Home Ruler like Lajpat Rai has no moral right to represent India, for he will debauch international public opinion by his Home Rule propaganda. Any one, they say, who opposes the independence of India, and wishes or works for the preservation of the British Empire is, directly or indirectly, consciously or unconsciously, an agent of the British capitalists.

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246 SUMMER STREET, BOSTON, MASS.
COLLIS LOVELY, General President CHARLES L. BAINE, General Secretary-Treasurer

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POTRERO BRANCH Third and Twentieth
MISSION BRANCH Sixteenth and Mission
FILLMORE BRANCH Fillmore and Geary

INFORMATION WANTED

Will H. Peterson and G. Johnson, formerly winchmen of S. S. "Carmel" to communicate with J. T. Smith, Room 411, 112 Market St., San Francisco. 9-8-20.

Any one knowing the whereabouts of the brother of August W. Strasdin, will please communicate with B. J. LaSelle, 924 Crocker Bldg., San Francisco. 9-15-20

INFORMATION WANTED

Members of crews of Barge "Ohio" and S. S. "Gulfcoast" will kindly communicate with this office regarding their salvage claims against the Standard Oil Barge No. 1 between Mobile and Port Arthur about May 18th. I represent a member of the crew and have already taken up the matter of a salvage award for him. Silas B. Axtell, New York, N. Y. 7-14-20

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Honolulu Letter List

Bergesen, Bert	Lame, Pat.
Bradley, Ed.	Leison, Will.
Buck, Harry	Lind, Gust.
Caldwell, John	Matson, Rolf.
Campbell, Ed.	Mulligan, Ed.
Danielsen, Adolph	Nickols, Henry
Dant, B. C.	Sandel, T. S.
Ettersen, Ward	Stronberg, Pet.
Harns, Ed.	Stewart, A. J.
Johnsen, Hilding	Solberg, B. P.
Larsen, John	

INFORMATION WANTED

Anyone knowing the whereabouts of George Mace Monroe, a member of the Sailors' Union of the Pacific, last heard of at Charleston, S. C., March, 1916, will please communicate with his mother, Mrs. Alice Monroe, 918 Spruce street, Seattle, Washington. 6-9-20

TO MY CLIENTS
Please look over our legal reports on file in every Union Hall on the coasts whenever you are in port. Notice of commencement of all actions, their appearance on the calendar for trial, trials, judgments and settlements effected are published in all cases whether for wages, salvage or personal injury. Law Office, Silas B. Axtell, 9 State Street, New York.

Pacific Coast Marine

Captain T. M. Scott of Mobile, Ala., has officially taken over the schooner "A. S. Coates," now in the Skinner & Eddy yards at Seattle.

The schooner "A. F. Coats" has been chartered by J. J. Moore & Co. to carry lumber from Puget Sound to Australia at $62 per thousand.

Receipts from the operation of Portland's municipal terminals in 1921 will total $359,000, according to estimates of receipts and disbursements compiled for consideration of the Public Dock Commission in preparing its budget.

After charging off more than $64,000 for depreciaion and $185,000 for bond interest, the Seattle Port Commission properties show a profit of $86,468.16 for the first six months of the year, according to a financial statement completed recently.

The A. W. Carlson Company, a new concern which has leased the Duwamish Waterway shipyard of the Inter-Ocean Barge and Transport Company, of Seattle, is starting out with work enough in sight to keep all its men busy for several months.

Losses of more than $500,000 each were suffered by the Shipping Board in accepting the bids on the concrete tankers "Palo Alto" and "Peralta," now building at Oakland, Cal., in the opinion of shipbuilders. The Atlantic Refining Company of Philadelphia offered $825,000 for the "Palo Alto," and the American Fuel Oil and Transportation Company of New York bid $700,000 for the "Peralta." Two more of the concrete tankers are building at San Pedro.

The tank motor ship "Charlie Watson," launched from the yards of the Union Construction Company on August 14, shortly will be in service for the Standard Oil Company between Southern and Northern California oil ports. The vessel takes the place of the "George Loomis," lost in 1918 off Coos Bay. The tanker "Asuncion," recently sold by the Standard Oil Company to George W. McNear & Company, has been at the Moore yards and soon will be ready to depart with fuel oil for Copenhagen.

The Moore Shipbuilding Company has been awarded the contract for repairs to the Dutch steamer "Arakan," which was ashore on the Point Reyes beach. The Moores offered to complete the extensive job in ninety calendar days at a figure of $297,854. Bid of the Bethlehem yards was $306,021, at ninety-nine calendar days. Repairs to the "Arakan" will include 109 bottom plates and 110 frame floors and reverse frames, and it will be necessary to remove the funnel, main engines, auxiliary engines, boilers and thrust shaft for realignment.

Captain Joseph J. Meany has resigned as assistant local and traveling inspector of the United States Steamship Inspection Service to take command of the shipping board steamer "Hannawa," now nearing completion at the Union Iron Works. The "Hannawa" will be operated by the Luckenbach Steamship Company and will load cargo at San Francisco for the coast-to-coast service of the company. Before entering the inspection service Captain Meany was commander of the United States collier "Iris" and for many years an officer on the American-Hawaiian ships.

J. F. Dillon, radio inspector for the San Francisco district, said he had received no complaint that Japanese wireless operators are "hogging the air." It was reported that Radio Telegraphers' Union is preparing a protest, pointing out an instance where the operator of the T. K. K. liner "Siberia Maru" insisted upon using his instrument beyond the permitted period. Government regulations require operators, in sending long messages, to stop every fifteen minutes and wait three minutes before resuming in order that ships in danger or with messages of importance may "cut in."

It is reported that the Anglo-Saxon Petroleum Co., of London, has placed orders on the Pacific Coast for six tankers, three with the Union Construction Co. of San Francisco, and three with the Southwestern Shipbuilding Co., of San Pedro. These tankers are of 8100 tons deadweight each. The order for the Anglo-Saxon tankers was originally placed months ago with Pusey & Jones, but was canceled on account of the troubles between that company and the Shipping Board, arising out of orders placed in 1916 by Christoffer Hannevig and other Norwegians, which were later sold to the Cunard Company at a profit and commandeered by the Shipping Board.

With the delivery of the cargo steamship "Apus," of 9550 tons deadweight, the G. M. Standifer Construction Corporation, Vancouver, Wash., completed its war program, in the course of which the company built and delivered fifteen freighters of 141,750 tons deadweight. The company now has private orders on hand for four tankers of 30,844 tons gross register. The Southwestern Shipbuilding Co., San Pedro, Cal., has also completed its war program with the delivery of the steamship "Hollywood," 8800 tons deadweight. This company built for the Emergency Fleet Corporation eighteen freighters of 158,400 tons deadweight. This company has on hand private orders for two vessels of 17,200 tons gross register.

The San Pedro harbor department is increasing its force rapidly and has established a concreting plant in the inner harbor. Tubular concrete piling for various wharf projects now are being made there. The concrete is cast around a hollow paper core. The Gunnite method of making the piling is followed and the resulting mixture is said to be so dense that it is impossible for water to penetrate the piling. The department also has arranged for a concrete barge which carries material to all parts of the bay from the central plant. It is sufficiently large to hold 1000 tons of material, and each night is returned to the central plant, where it is loaded by the night force of men and then is ready for service early the next day.

Capitulation on the part of the Shell Company of California to the United States Navy and its willingness to supply "all the oil it can" at $2 a barrel was announced during the week by R. A. Lewin, vice-president and general manager of the Royal Dutch concern. Lewis declared his company was at a loss to account for the continued seizures of oil by the Navy, as his company had announced that it would meet the Navy's demand to supply oil at $2 a barrel. The company will continue, Lewin said, to charge its private customers $2.35 a barrel. A charge heard at Twelfth Naval District headquarters that the Shell Company is understood to be furnishing oil on contract to the Japanese Navy was answered by Lewis with the admission that his company is exporting some oil to the Orient and understood that most of it was going to vessels of the United States Shipping Board.

Equipment of all lighthouses with wireless will reduce the dangers from fog to a minimum, according to Frederick Kolster, radio expert of the Bureau of Standards, who is on the Coast from Washington inspecting the new radio compass stations which were established recently to aid vessels in finding their positions offshore. Some of the lighthouses and lightships on the Atlantic Coast are equipped with automatic wireless by which a mariner can ascertain his exact position in foggy weather by listening at a wireless receiver in the pilot house. Kolster has designed a system by which short wave flash signals can be sent from lighthouses and lightships that can be picked up by captains on approaching shore and thereby obviate the use of the compass stations and the operators. By this system a captain could adjust his compass to the signals and proceed to port without danger of running ashore.

Through the deal effected by Norton, Lilly & Co. of New York, the big Skinner & Eddy shipyards at Seattle, Wash., covering twenty-five acres, will become the Puget Sound terminal of the Isthmian Steamship Line and the Societe General de Transports Maritime a Vapeur of Marseilles, France. The combined fleets will have twenty-five American and three French steamers, aggregating 271,275 tons, sailing to the Atlantic Coast, Great Britain, France, Spain and North Africa. Closing of the deal followed the announcement a short time ago that the Isthmian Steamship Line had decided definitely to place twenty-five 10,000-tonners on the Seattle route, twenty of the vessels operating in the intercoastal service between Seattle and other coast ports and New York via the Panama Canal and five between Seattle and other coast ports and the United Kingdom, also via the canal. Of the ships, seven are already in full operation in the canal route, while the transatlantic fleet of five ships is in full operation.

Captain Roald Amundsen, whose Polar expedition ship, the "Maud," is wedged in the ice twenty miles off Cape Serge on the Siberian coast, is in danger of losing his vessel and may be forced to abandon his attempt to reach the pole, according to Dr. James H. Condit, superintendent of Presbyterian mission in Alaska, who arrived at Seattle during the week on the steamship "Victoria," from Nome, Alaska. Dr. Condit said word was received of the plight of the "Maud" just as the "Victoria" sailed from Nome, and that the residents of that city are greatly concerned over the fate of the explorer. The vessel is tightly wedged between ice floes and the rockbound Siberian coast, and is in grave danger of being ground to pieces, Dr. Condit said. The first news of the "Maud" was brought to Nome by a fishing vessel. On leaving Nome in July Amundsen sailed into Bering Strait, passing Cape Prince of Wales and thence into the Arctic Sea via East Cape. Northwesterly winds which have prevailed during the summer carried the great Arctic ice floes to the east coast of Siberia, and the "Maud" was caught in the ice pack, according to information received at Nome.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
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355 North Clark Street, Chicago, Ill.

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(Continued on Page 11)

The Seamen's Journal

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, SEPTEMBER 29, 1920.

"BETTER AMERICANS"?

We have had the "Citizens' Alliance" and the "Commercial Federation." Then we had the "United Americans." And now we have the "Better America Federation."

The last named society, now flourishing in Southern California, has apparently fallen heir to all the stupidity and all the vices of every defunct anti-labor organization in America.

An intimate expression of the "better America" idea is given in a pamphlet just issued by the Federation.

In this "outline of arguments," the Federation shows what popular education in the Federation's dream of a better America, should be. "Compulsory education," it tells us, should not be extended beyond the fourteenth year, for "the vast majority of children finish the eighth grade or grammar school at the end of their fourteenth year. Unless they are intending to follow some vocation, requiring a superior education, there is no practical wisdom in extending their school period by compulsion beyond that. As a matter of fact, it is unwise, and results frequently in a handicap rather than an advantage in their future advance."

Education a handicap! Who can beat it?

In the Federation's ideal of a better America, the "larger leisure" is evidently to be discouraged. The Federation's "brief outline" sets forth that "an investigation made in the large manufacturing districts in the East as to the manner in which the greater leisure operated, developed the fact that it was detrimental to the morals, efficiency and general morale, and was productive of the usual results of idle hours. Satan," sagely continues "brief outlines," "finds some mischief still for idle hands to do, and not merely mischief but unquestionably evil." In the coming better America, therefore, the larger leisure, for the wage-earner's own good is to be denied him.

Down with the shorter workday! It gives Satan a chance to get in his poisoned arrow.

"Given a temperament of lofty ideals," "brief outlines," tells us, "worthy ambitions, and no abuse may be found from any relaxation of physical work. But the question must be considered in its relation to the mass and not to the exceptions."

In the Federation's better America, woman's right to do night work is not to be abridged. "Brief outlines" tells us that "No rightminded man or woman wants to have women compelled to work nights, and there is no way they can be compelled to do so against their wishes, except the stress of poverty and dire necesisty." To deny them the right to do so, however, is according to the Better America Federation, "an abrogation of their fundamental right, and a denial of 'equality of opportunity'."

There you have it, boys, in a nutshell. If anybody, man or woman, wants to work twenty-four hours a day—by heck, it's their "fundamental right." And the self-styled "better Americans" are going to see to it that there is no interference by labor unions.

But it was ever thus. And were it not for the saving sense of humor one would almost be warranted to lose his temper.

Happily, in the long run, the plain people can always be depended upon to see through the mask of these exploiters of Americanism.

DOINGS IN JAPAN.

According to press dispatches the organized seamen of Japan have begun a movement to combat the importing of Chinese sailors to man Japanese merchant ships. Japanese sailors see a menace in a new step on the part of the shipowners to reduce the cost of running their steamers by employing unskilled and cheaper Chinese labor.

The agitation started when the Japanese found that their employing companies were discharging more and more of their fellow-seamen and replacing them with Chinese.

Members of Japanese crews say that the Japanese shipowners were very glad to get their services during the war when the German submarine menace was present and skilled labor was necessary. "We safeguarded their ships during the war," the seamen said in a public statement, "and now that the danger is past, they feel secure and suddenly turn thrifty, dismissing their own countrymen for Chinese labor."

The plea offered by the shipowners is that the Japanese seamen are inclined to start labor trouble on long voyages. They say, also, that the condition of shipping has made necessary a cut in wages, and for this reason the Japanese labor has been let out in some cases.

The seamen of Japan say they will make a fight for legislation to keep Chinese competition out of the shipping field.

It is refreshing to note, in this connection, that the delegate of the Japanese seamen at the recent Genoa conference fought strenuously for the eight-hour day for all seamen, including the men in the steward's department.

Here is a part of delegate Okasaki's speech when he opposed an amendment to the "draft convention" under which the cooks and stewards were to be denied the eight-hour workday:

> I fail to see any reason for imposing seventy hours on the steward's department. It has been claimed that the real wishes of the stewards are not known and it has been even suggested that the stewards wish to work long hours. This has been refuted by the Australian Delegate and I, on behalf of the Japanese seamen, wish to assure you that our seamen insist on 8 hours per day and 48 hours per week and our stewards do not wish to be treated differently from others. They have a right to be treated on an equal basis with their comrades aboard vessel. They maintain that the work in the steward's department could be carried on by the same limitation of hours and that it is only a force of habit that makes some people doubt as to the possibility of the application of the time limit to the catering department.

Coming from a Japanese seaman this is most encouraging talk. And if all signs do not fail, "cheap labor" shipowners are going to find it more and more difficult in the future to procure crews in Japan and other countries of Asia.

COAL AND THE LEAGUE

Data compiled by the British Coal Association shows that the world's production of coal during 1919 stood at the lowest figure since 1910. The total production last year was 1,170,000,000 metric tons, lower by 10,000,000 than the figures for 1910, and a decrease of 171,000,000 tons as compared with the figures for 1913. Great Britain was responsible for nearly a third of this decrease in production, her output dropping from 292,000,000 metric tons in 1913 to 237,000,000 tons in 1919. The United States was the only country to show an increase.

It is significant, in this connection, that the recent Congress of the International Miners' Federation (the first one since the war) has requested the International Labor Office of the League of Nations "to undertake to find the best method of establishing an International Coal Office for the purpose of securing a more equitable distribution of coal throughout the world."

The Director General of the International Labor Office, who was present at the session during which the creation of an International Coal Bureau was decided upon, made it clear that the distribution of coal in accordance with the needs of various nations would in no way modify or alter existing agreements arrived at by virtue of the Treaty of Peace or of the Spa Conference and that such a task could only be carried out in co-operation with other branches of the League of Nations. He stated, however, that subject to these reservations he was ready to respond to the appeal made by the Miners' Congress and agreed to bring the matter before the Governing Body of the International Labor Office at its next meeting on October 5th of this year.

The hope has been expressed that such an International Coal Bureau will eliminate much of the present loss and waste involved by defective organization of distribution and transport of coal throughout the world. Yet, since America is the only country where production of coal has increased, and since America is not in the League, it is difficult to understand how the end sought can be accomplished. Perhaps it will be said that this is one good reason why America should get into the League and thus become identified with the International Labor Organization. But let us not forget that in such event "the equitable distribution of coal" would be largely dominated

by Great Britain and her colonies. Why? Because the latter would have twenty-four votes against four for the United States of America.

PACIFIC COAST OIL.

America now uses more than twenty times as much oil per capita as other countries, and this demand has reached such a point that oil now controls money instead of money controlling oil. Since we to-day require over 20 per cent. of the world's output, and have less than one-eighth as much oil in the ground as the rest of the world, we are demanding four times as much oil as all the other countries of the world put together.

For this reason, it is impossible for the Pacific Coast to expect any help from other parts of the country, even where other fuels are available, while, due to our lack of other fuel, the present reduction of our oil stocks is a particularly serious matter.

K. B. Kingsbury, president of the Standard Oil Company of California, has outlined the Pacific Coast situaiton to the California Railroad Commission as follows:

The Pacific Coast supply of fuel oil and petroleum products is rapidly approaching exhaustion. Since May 1, 1915, crude oil stocks in California have decreased from over 60,000,000 barrels to 28,738,921 barrels on March 1, 1920.

The available supply of crude oil in stock is to-day less than 13,000,000 barrels.

At the present rate of consumption and of production of California fuel oil the available stock will be exhausted in about twelve months, at which time consumers of California fuel oil will be cut off from between 25,000 to 30,000 barrels per day.

The condition is not a temporary one, but the culmination of a steady growth.

So America has become an oil importing country and this has given additional stimulus for the building of tankers. The Union Oil Company of California is building three of these vessels in the yards of the Southwestern Shipbuilding Company, at a total cost of approximately $6,100,000. Two of the tankers are of 12,000 deadweight tons, will cost some $2,250,000 each, and will ply, in conjunction with other vesesls now owned by the company, between the Mexican oil fields at Tampico and Pacific Coast ports, not only in California, but alos in South America.

The third vessel is of 7500 deadweight tons and will cost approximately $1,600,000.

The first 12,000-tonner is expected to be delivered about the end of the year, and the second from six to eight weeks later. The 7500-ton vessel, for the distribution service, should be ready next July, and will be built to carry approximately 17,000 barrels of refined oils and 35,000 barrels of fuel oil. The two 12,000-ton vessels will require about forty-four days for a round trip between Tampico and Los Angeles. Vessels will start from Tampico with nearly 85,000 barrels of oil cargo, of which 10,000 barrels will be used for bunkering, with the result of a net delivery of 75,000 barrels of Mexican crude oil at the port of Los Angeles every trip. If the tonnage situation permits, two cargoes or more per month will move from Tampico to California.

This will help materially to supply California with much needed oil and incidentally give steady employment to a number of seamen.

With the "purchasing power" in her pocket and the union label in her heart, woman reigns with the olive branch. She is mistress of the situation.

PROGRESS OF U. S. SHIPPING

American Merchant Marine and Foreign Trade Advancing to Honored Position Held Before Civil War

For the first time in sixty years the United States is no longer dependent upon foreign shipping to carry the bulk of its exports and imports, as according to the tonnage figures of the Department of Commerce more than 50 per cent. of the foreign commerce of the country is being carried in vessels flying the American flag. These figures, which cover all entrances and clearances of vessels at American ports, show that for the fiscal year ended June 30 last, American ships entered and cleared in the foreign trade aggregated 55,240,000 net tons. Vessels of all other nations combined totaled 53,252,000 tons, giving American shipping a lead of almost 2,000,000 tons.

How great the gain has been since the beginning of the war is instanced by the fact that instead of the lead of 2,000,000 tons shown for the year recently ended the total American shipping movement for the year ended June 30, 1914, was nearly 52,000,000 tons less than that of all the vessels under foreign flags engaged in trade with this country.

For the year ended June 30, 1919, the aggregate of American entries and clearances was 10,800,000 tons below the total for foreign vessels, so that the gain for American shipping during the fiscal year just closed over the previous one was nearly 13,000,000 tons.

How great the advance has been is indicated by the following figures adapted from the records of the Department of Commerce, showing the combined entries and clearances, in net tons, of American and foreign vessels for the years ended June 30, 1914, 1919 and 1920.

	American	Foreign
1914	27,470,000	79,101,000
1919	41,020,000	51,855,000
1920	55,240,000	53,252,000

Commenting on this condition of affairs, the New York Tribune says:

"Gratifying as is the advance shown by these figures, however, there is room for a much greater expansion in the proportion of our own trade carried in our own vessels. We now control, roughly, about two-thirds of our own commerce by sea with other North American countries and somewhat less than three-fifths of the trade with South America. Of the trade with Europe, however, the movement in American ships is only about a third of the total and we still carry considerable less than an even share of our commerce with Asia, Africa and Oceania.

Progress in Last Year

"The last year, however, has brought notable progress for American shipping and a consequent recession in the proportion of our trade transported in foreign bottoms. While the percentage of American ships moving to and arriving from other North American countries remained the same as in the previous fiscal year, substantial gains were recorded in all other directions, as the following percentages of American and foreign shipping entering and clearing American ports during the last two fiscal years indicate:

	American		Foreign	
	1920	1919	1920	1919
North America	65.2	65.2	34.8	34.8
South America	57.3	45.8	42.7	54.2
Europe	33.4	13.3	66.6	86.7
Asia	37.1	13.7	62.9	86.3
Oceania	42.9	37.4	57.1	62.6
Africa	32.7	21.5	67.3	78.5
World	50.9	45.2	49.1	54.8

"Development of the trade with Europe in American vessels is a notable feature of the returns, for it is in this trade that American shipping faces the greatest number of competitors. With the exception of Japan and this country, practically every maritime nation of importance is European. Despite these conditions, however, the volume of our shipping trading between this country and Europe was more than 9,000,000 tons greater during the fiscal year 1920 than for the previous one, while for the same period foreign shipping showed a decrease of about 100,000 tons.

"A striking expansion in overseas trade is found in analyzing the distribution of the movement of American shipping. For the fiscal year 1919 the American vessels trading between the United States and North and South American countries aggregated more than 87 per cent. of the American total. For the 1920 fiscal year, however, the overseas trade in American bottoms comprised about 30 per cent. of the total, compared with 13 per cent. for the previous year. The broadening out of American shipping is further instanced by a decrease of about 28 per cent. in the proportion of trade with other North American countries. The changes in the apportionment percentages of the American shipping movements in the two years were as follows:

	1920	1919
North America	64.1	81.9
South America	6.2	5.4
Europe	24.6	10.1

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Sept. 27, 1920.

Regular weekly meeting came to order at 7 p. m., Andrew Furuseth presiding. Secretary reported shipping medium; members ashore plentiful. Quarterly Finance Committee was elected to examine the Union's account for the past three months. The following members were elected delegates to the Twenty-first Annual Convention of the California State Federation of Labor, to convene at Fresno, Cal., on the 4th day of October, 1920: Ed. Andersen, R. Ingwardsen, C. George Larsen, C. F. May, Harry Olsen and Paul Scharrenberg.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

Vancouver, B. C., Sept. 20, 1920.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Sept. 20, 1920.
Shipping medium; prospects uncertain.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Sept. 20, 1920.
Shipping dull; full shipwreck benefit was awarded to the members of the crew of the schooner "Charles E. Moody."
P. B. GILL, Agent.
84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Sept. 20, 1920.
Shipping medium; prospects uncertain.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Sept. 20, 1920.
Shipping medium; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Sept. 20, 1920.
Shipping fair; members scarce.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Sept. 13, 1920.
Shipping and prospects poor.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Sept. 22, 1920.
Shipping fair; elected Eugene Burke delegate to Cal. State Federation of Labor Convention to be held at Fresno, Cal., Oct. 4, 1920; elected a Finance Committee to go over the finances of the Union for the past quarter; shipping slow on coasting vessels, slow on off-shore.
EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Sept. 16, 1920.
Shipping quiet.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock. Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro, Sept. 15, 1920.
No meeting; few members ashore; shipping fair.
JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

Holding that the Department of Commerce reports should show the tonnage as well as the value of the cargo movements through each custom district, the Seattle Port Commission has adopted a resolution introduced several weeks ago, to submit the proposal to the annual conventions of the National Association of Port Authorities and the Pacific Coast Port Authorities.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

THE POWER OF DISCIPLINE

Two many merchant marine officers today overestimate their disciplinary powers; too many young merchant seamen underrate their disciplinary obligations. In this important particular there is much misunderstanding on both sides, hence much contention and confusion of ideas as to who is boss.

The brass-bound novice on the bridge, puffed up with an exalted sense of his own importance, ofttimes seems to believe that buttons create an admiral, while the novice in the forecastle, trying out his first suit of oil skins, is inclined to regard the merchant marine as only a job, entitling him to the same freedom of conduct which he enjoyed ashore.

Both are wrong. The powers of a master over his crew are defined by law and established both by custom and the exigencies of the service; whereas the powers of an admiral on board his ship are absolute and undefined by any established authority except the despotism of war.

The duties and obligations of a seaman, on the other hand, are established by law and, to some extent, decreed by custom.

The rules of naval, or nautical etiquette, are arbitrarily decreed by custom and change not.

For a naval seaman to refuse, or neglect to salute by touching his cap upon meeting an officer, would be an offense calling for immediate punishment, though we doubt very much if anyone could find a law on the subject.

The salute is a time-honored courtesy toward a superior officer, but still more an act of homage to the service.

In the merchant marine, where the rules are less stringent and the seamen are not bound by oath to the service, discipline may be more lax, but the rules exist nevertheless, and can be enforced on occasions as well. To refuse to "sir" an officer might be taken in some quarters not only to imply an intentional slight or affront to the individual, but as an insult to the service.

In these suspicious times when so many both in and out of the service are rightly or wrongly suspected of disloyalty, it well behooves every loyal and law-abiding American seaman to behave courteously toward his superior officer on all occasions while in service.

That the officer in question may not always merit respect does not matter. It is not a question of whether he is a gentleman or not, but whether I am one. If he is unworthy, look over his head and salute the flag. He'll never realize the difference. JAMES H. WILLIAMS.

JACK JOE

At the regular weekly meeting of the Eastern and Gulf Sailors' Association, held at headquarters on September 7, 1920, the horrors of the "Puacko" incident, the murderous and diabolical atrocities committed by demon Petersen and his bloodthirsty sons upon their helpless crew during the memorable voyage of the "Puacko" from Victoria, B. C., to Cape Town, South Africa, were again revived and vividly recalled by the presence in the meeting of little Jack Joe, the unfortunate Kanaka boy who was so brutally beaten and horribly maltreated by the three unprincipled brutes that he is broken and crippled for life. Jack Joe, a handsome little Kanaka boy, is scarcely five feet tall, but he must have had the constitution of a rock to have withstood the unbelievable tortures and unheard-of maltreatment to which he was subjected at the hands of those unhung monsters in human form.

Jack Joe's story beggars all description and passes all belief. Even in the height of the hell ship days we can recall no similar atrocity.

Comrade J. Campbell, who was present, was also a member of the "Puacko's" crew and he corroborated Jack Joe's recital to the last detail. Comrade Campbell also spoke in the highest terms of little Joe, both as a shipmate and a man, and added that he was the best witness for the Government at the trial.

The precious Petersen trio have escaped the capital punishment they deserved, but they can never hope to escape the fearful retribution of Divine Justice, which is sure to overtake them both here and hereafter, for vengeance is mine, I will repay, saith the Lord of Hosts!

Little Jack Joe came to us in a pitiful condition. Since the "trial" of the "Puacko" murderers, Jack had been tentatively employed as man of all work about the building and offices occupied by Mr. Silas B. Axtell, attorney-at-law; but finally, having apparently concluded that there was no longer any hope of maintaining a successful damage suit in Joe's behalf either against the "Puacko" or her owners, he was constrained to let him go with a good recommendation and best wishes for his future success.

Joe came to us completely destitute and pleaded for relief, and he didn't come to the wrong place. His diminutive size, his straightforward though broken sentences as he told his appalling story, his broken and distorted body and likable personality and unwavering disposition, all appealed to the deepest sentiments of every man in the hall.

A motion to pass the bonnet for his relief until it could be seen what further could be done, met with unanimous favor and applause.

As it happened to be only an ordinary business meeting, the gathering was not a large one, but the tarpaulin muster netted $41.08, sufficient to keep little Jack off the street and out of lawyer's offices long enough for his cause to be considered by real men.

JAMES H. WILLIAMS.

OFFICIAL

A number of our business agents along the Atlantic and Gulf coasts have written in lately requesting a larger supply of JOURNALS each week. In most cases double supplies are requested.

It is very gratifying to learn that the JOURNAL is increasing in popularity and demand, and we take this opportunity to inform all our agents that they are fully authorized to order JOURNALS according to their needs direct from the Business Manager, Maritime Hall Building, 59 Clay Street, San Francisco, Calif.; at the same time informing their several headquarters in New York of the increase.

J. H. W.

Special Notice

The following notice has been received from Comrade Adolf Kile, Baltimore agent of the Eastern and Gulf Sailors' Association:

"The bos'n or any other members of the deck crew who were in the S. S. 'Hoxcil' at the time that Knut Engstrom fell into the hold and was injured are hereby respectfully requested to communicate with George T. Mister, Esq., Attorney-at-Law, Law Building, Baltimore, Md."

Obituary

The following sad tidings also come to us from Comrade Kile in the same communication:

On the night of Sept. 4, 1920, Comrade C. K. Gerritsen, 2565, Sailors' Association, was held up by two negroes and shot through the heart by one of them.

Not having been a full member of the Union, Comrade Gerritsen was buried from the branch hall by general subscription among the members.

Since Comrade Kile does not state in his letter whether or not the perpetrators of the foul crime were apprehended, we take it for granted that they made good their escape—as usual. J. H. W.

HARBORS OF THE GOLDEN HORN

Constantinople has a future part to play as one of the greatest trade centers of the Near East. The tonnage trading with Constantinople itself is heavy. In addition to this, most of the thousands of ships that yearly cross the Straits, going or coming from Black Sea or Mediterranean ports, touch at some port of the Golden Horn.

Men who have watched developments in the Near East for years are unanimous in predicting that in the next few decades the Black Sea and eastern Mediterranean ports will be a phenomenal development never before equaled in the annals of that part of the globe. With them Constantinople is bound to develop with unprecedented swiftness.

Practically the only spot in the Golden Horn where careful and systematic dredging has been done is that next the landing place of Galata, on the seaward side of Galata Bridge. But this area is so restricted that only a few ships at a time can be accommodated there.

With the resumption of steamship passenger traffic in the eastern Mediterranean cargo boats rarely find berths at the landing. Indeed, most of the time only a small proportion of incoming passenger

liners unload directly ashore, anchoring instead out in the Horn and resorting to the services of the traditional little four-oared caiques for both passengers and their baggage.

Harbor building on any appreciable scale has not been among the strong points of Turkish administration. Cranes, modern warehouses, and grain elevators are conspicuously absent from the landing places of the Golden Horn. Yet several sets of cranes could handle the day's tonnage in from two to three hours of work, minus the vast amount of labor now necessary and the enormous expenditure of steam power involved in keeping the lighters on the move.

One of the arguments which the Turks employ, in urging American investors to come to Constantinople, is that specimens of American "pep" displayed in the work of the Red Cross have convinced the Turks that America is the nation who can give Turkey the docks and harbors she will need in the near future. Moreover, they point out, America is the only country with sufficient capital to invest in harbor improvements.

MUNICIPAL "LABOR SATURDAY."

Water transportation has seen an interesting development in Soviet Russia. One of the new means of dealing with this traffic, according to the latest news, has been the introduction of municipal "Labor Saturdays" by local soviets when thousands of workers, liberated for the purpose from other work, participate in the loading and unloading of barges and steamers and the repair of water craft. On June 19, 9,415 persons in Petrograd helped to unload timber and other freight. About 10,000 took part in similar work on June 26. At that time, about 30,000 cubic feet had accumulated in Petrograd, and the question of organizing a "wood unloading week" was under discussion. A "Saturday Commission" of skilled workers also was formed to effect repairs. Participation in this work seems to be entirely voluntary, since the district committee draws up list of sympathizers among the skilled workers and apportions them to the repair plants in need of their help. The "registration" of material at the wharves is another form of such communal work in which on one Saturday one thousand men took part. The Petrograd Commune has agreed to increase the food ration for all workers taking part in the "Saturdays"; apart from this there seems to be no compensation.

The opening of navigation on the Volga, on June 1, also led to a great shortage of dock workers. At Nijni-Novgorod, a working force of 1,200 to 1,300 skilled longshoremen proved entirely inadequate, and the local committee applied to the central government for the assistance of 2,000 "red" army soldiers and 1,500 men from the compulsory labor camps. The principal freights in addition to timber—which only partly is floated—were foodstuffs, salt, metals, fish, cotton, medicaments, pyrite, petroleum and coal (comparatively little of the last named). A petroleum flotilla and thirty steamers for timber transportation are mentioned.

This effort, of course, does not lessen the urgent need of Soviet Russia for rolling stock and engines. Under the direction of Prof. Lomonossoff—well known in the United States—who is again director of the railroads, a supreme effort is being made to repair locomotives. In May, a total of 598, belonging to 18 different railroads, were thus put back into use.—The Survey.

MAYFLOWER RELICS.

In the course of a lecture before the Mayflower committee at London a short time ago, a part of the original timbers of the famous little ship which brought the Pilgrim Fathers to these shores was exhibited by Dr. Rendel Harris, a prominent British Quaker.

Experts who examined the timbers pronounced them at least 300 years old and said they had evidently belonged to a ship of the size of the Mayflower.

The timbers were found built in as a part of a barn on what is known as the "old Jordan farm," in Buckinghamshire, where William Penn is buried. There is a large Quaker colony in that district. Old records show that a former owner of the Jordan farm in the seventeenth century owned a quarter interest in the Mayflower and that the celebrated old vessel was converted into a whaling ship about 1654 and was used in the whaling trade off the coast of Greenland.

Dr. Harris promised to reveal the details of the secret at a conference to be held at Plymouth in the near future.

The timbers include oaken beams thought by Dr. Harris originally to have formed part of the hull and deck of the Mayflower. Some of the beams, which are worn and worm-eaten, bear marks indicating that they might at one time have held ship's rivets and tackle.

According to the London Mail, there is a local theory that a Quaker formerly lived in the neighborhood who was a professional shipbreaker, selling ship's timbers to farmers in the surrounding country. . It has been suggested that this man broke up the Mayflower and sold the timbers to the then owner of the Jordan property.

Dr. Harris' discovery is fraught with great historical significance for Americans, especially just at this time, when the tercentenary celebration of the arrival of the Mayflower off the Massachusetts coast is in progress.—Salt Lake Tribune.

SPECULATORS AND CULTIVATORS.

Japanese land purchases in California, which are making Californians nervous, are one of the results of encouraging land speculation. The Japanese must be buying the land for use since otherwise the purchases would not bring about an increase in California's Japanese population. They must be paying the price demanded by white owners. The price must be more than Caucasian settlers can pay or consider it profitable to pay as otherwise the lands would not be for sale. In other words, California maintains a land system that discourages settlement by those accustomed to Caucasian standards of living but does not discourage Japanese. The latter are willing to accept the margin remaining after complying with the California land speculators' demands. The Caucasian is not. If the land speculators were forced to let go Caucasians could go to work without payment of exorbitant tribute and would certainly do so. Japanese settlement would become a comparatively negligible quantity without special legislation to bring this about. California has the chance to accomplish this object. An initiative measure is pending providing for application of the single tax. If adopted the speculators holding lands out of use, while awaiting purchasers at prices that can be paid profitably by none but workers with oriental standards of living, would be forced to let go. The land would be open to white settlers. These could get possession on terms requiring payment of a tax to the State equal to the annual rental value. That would be the only tax they would be required to pay. The tax would be on the bare unimproved land value only. The value of improvements would not be considered. All production above the amount required to pay ground rental would go to producers free of taxation and of tribute in any form. The standard of living need not then be lowered. On the contrary, workers could live much better than at present. The single tax amendment offers Californians the choice between the present system, which must sooner or later force them to Japanese standards, even if Japanese immigration ceases, and the single tax, which will make California a better place for workers to live in.

The highest steam-navigated body of water in the world is Lake Titicaca, which lies at an altitude of 12,545 fett, partly in Peru and partly in Bolivia.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text-books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

OUR WASHINGTON LETTER

(By Laurence Todd)

Deadly dull apathy, tempered by cynicism, marks the political temper of American labor as the presidential campaign draws to a close. Except in Wisconsin, where La Follette and the Plumb Plan League and the organized farmers fought and narrowly won a hard battle against the reactionaries; and except in Georgia, where railroad and cotton mill labor turned out for Tom Watson; and in New York City, where the five Socialist assemblymen have been re-elected to fill the vacancies caused by their expulsion from the Legislature—except in these three instances, the events of the campaign have been without encouragement to the immediate hopes of the various labor elements supporting Cox, Christensen or Debs.

Already the heads of the big national and international unions are looking ahead to the time when the ballots shall have been counted, and when it will appear that millions of wage workers have stayed away from the polls. A sweeping victory for Harding and the more violently reactionary business element is taken for granted. Gary and Morgan are going to be in power to a greater degree than ever before. "The iron heel" is the prediction of the Republican policy toward labor which is most frequently expressed by labor officials coming into Washington from the West and from New England. Unless some tremendous change shall take place in the attitude of the wage workers of the United States before election day, the next Congress will be even more stupid and brutal in its warfare upon organized labor than the present Congress has been. The safety valve upon industrial unrest will be chained down.

There are optimists at A. F. of L. headquarters who say that this condition of affairs, if Harding wins, will merely remove the differences within the labor movement, and that all of organized labor will march in solid phalanx against its enemies. They say that unionism will thrive upon oppression, and that labor will once more rally to the good old slogan of pure and simple trade unionism, free from the entanglements of political effort. If this be their real belief, then it would seem a pity to have wasted so much effort in behalf of Cox, and to have created so much internal dissension by attacks upon the Farmer-Labor party and the Socialist party. The truth is, of course, that the labor movement will be driven to defend itself more actively, under a hostile administration, and that instead of surrendering all political power to the employers it will at once begin to lay the foundation for a new and more practical political fight than it is waging this year.

The two extreme groups—those who call themselves radical and those who think themselves conservative—who oppose political effort by the organized labor movement, are in high feather at the present collapse of the effort to elect a pro-labor President of the United States. These two classes of direct-actionists look forward to a period of strikes—strikes of bigger proportions than the country has ever seen—during the next year or two. They believe there will be no other way in which labor can make itself heard by the Government.

If they be right, then the American labor movement is due to take up the question, next summer, of creating a General Labor Staff, similar to that which British labor has established, to bring together for effective action the strike-proposing authority of all the big and little internationals in the A. F. of L. It would be an extension of the plan already put into operation by the sixteen railroad organizations, and would cover all industries and crafts. That would be the logical outcome of an election in which anti-strike fanatics were put in control of Congress, the White House and the Department of Justice. Such a General Staff would sit in Washington or Chicago or New York, and would keep constant watch over anti-labor moves on the industrial chess-board, and would agree upon plans for meeting every move. These plans would be sent out in the form of "suggestions" to the responsible executives of all organizations, who would be morally bound to lay them before their respective memberships with their own comment added.

Such a centralization of authority on the field of industrial battle will, naturally, be delayed as long as possible—just as was the choice of Marshal Foch to command the British, Italian, American and Belgian armies in addition to the French. But if the Harding regime turns out as "hard-boiled" as it now promises, the labor movement will be compelled to adopt a plan of campaign to save itself from serious damage.

What little enthusiasm had been aroused in behalf of Cox among labor men was dampened when the President rejected the appeal of the anthracite miners for a revision of the unfavorable wage award made by his commission at Scranton. To some extent they had forgotten or forgiven the crushing blow delivered against the bituminous miners last November by the President and his Attorney-General and Federal Judge Anderson of Indianapolis. But this second instance of the repression of the miners brought back the memory of that earlier wrong, and the political committee of the A. F. of L. immediately felt the reaction. To-day the campaign is dead. Wilson and Palmer and Burleson are millstones around the neck of Cox, even in spite of the fact that Cox has never sympathized with the anti-labor moves of this administration.

One reason for the belief that a large part of the labor vote will stay away from the polls in November is the lavish use of money by the Republican Old Guard. There is talk, for example, of the use of half a million for the renomination of Lenroot in Wisconsin, and more than that for Wadsworth in New York, while in Minnesota the Steel Trust is said to be preparing to turn loose a million to control the Legislature against the Non-partisan League and State Federation of Labor, whose program includes a tonnage tax on iron ore that would cost the trust $3,500,000 a year. All over the country the impression gains ground that the White House and the capitol have been put up at auction, and that the war profiteers, hatched by the Democrats and Republicans in Congress, have handed back enough money to assure the purchase of every public office worth holding against the wage workers. The Democrats have some money, particularly in the cities, but it is only the anti-labor Democrats who control it, and they will use it to the mutual satisfaction of both the old gangs.

Turning from the dismal spectacle of the political wreckage to the cheering picture of a big union in convention, you find the International Association of Machinists, meeting in quadrennial convention in Rochester, with a membership well above 300,000, and predicting from 400,000 to 500,000 by 1924. During 1918 they organized 287 new lodges; in 1919 they added 269 more; in the first six months of the present year, in spite of slack industry, they formed 102 new lodges. Last December they had 338,000 members, but there was a falling off in the early months of 1920, and now the tide has turned again.

The finances of the Machinists are in good condition. During 1919 the receipts from local lodges by the grand lodge were $2,705,034, of which much the larger part was received in the last half of the year. For the first half of 1920 the receipts were $1,900,000, which was $880,000 more than in the first half of 1919.

Secretary-Treasurer Davison's report to the convention tells of the investment of a large sum of the Machinists' money in capital stock of the Commercial National Bank—the second strongest bank in Washington—and of the election of himself and President Johnston as directors of the bank. Their experience there caused them to join with others in establishing the Mt. Vernon Savings Bank in the new Machinists' Building, and this savings bank has in its first 90 days made the phenomenal record of rolling up over $1,000,000 in deposits. When the Norfolk business crowd recently refused credit to certain small shops that refused to join in the non-union-shop movement, the bank controlled by the Machinists came to the aid of these fair employers with abundant funds, and smashed the anti-union campaign there.

In his recommendations for changes in policy and constitution of the organization, Davison says:

"It will be noted that there has been more than a million and a half dollars expended in strike benefits within the period covered by this report (18 months). In many instances, in my opinion, the purpose sought to be accomplished has not been accomplished. I believe a change of policy should be adopted and our laws changed so they would permit of the handling of industrial disputes in a different manner. I believe we should enter the co-operative movement, and where it is necessary and where the funds of the organization will permit, that in fighting antagonistic employers we enter the machine basis. The amount of money expended for strike benefits, if invested in machinery and plants, would, in my opinion, have established higher standards with less loss to our membership than our present methods of handling strikes."

This Rochester convention will probably complete a fine act of reparation by the Machinists for the sacrifice made for them by Thomas J. Savage, one of their executive board and one of the ablest and most aggressive men who sat on the National

War Labor Board. Tom Savage, young and idealistic and determined to do his part in labor's battle, overtaxed his strength in the days when the scourge of influenza was sweeping the country, and because he would not rest from his work on the board he fell sick and died. He left a young wife and child without means of livelihood. The Machinists as individuals raised something over $6,000 to buy a home for them, and a matter of $420 was borrowed from the international funds to complete the purchase. This sum will be made up by the individual delegates at the convention.

WEEKLY NEWS LETTER.

(Continued from Page 3)

employment of employes because of membership or non-membership in labor organizations."

As a result of this order, employes of the Pennsylvania railroad organized and now Mr. Atterbury predicts evil days for capital (meaning capitalists) since his spy system no longer functions.

This is the same Mr. Atterbury who testified before the Commission on Industrial Relations in 1915 that in the previous year his company spent $800,000, taken from the people in the form of freight and passenger charges, to maintain a private army and a Pinkerton spy system to make organization of labor impossible. Atterbury defended his private army on the ground that a State-controlled police force is a beautiful theory but does not work in practice.

British Unionists Behind Coal Miners

Demands of the British Miners' Federation for higher wages and lower prices for household coal have been refused by the government and a strike of vast proportions is imminent. The miners are associated with the railway men and the dockers in what is known as the triple alliance.

Indirectly connected with this movement is a demand for nationalization of the mines, which the coal diggers have vigorously urged for the past several months. The workers propose joint control of the industry by representatives of the State and persons engaged in the industry.

The direct demands are wage increases and lower prices for coal used by householders.

Housing conditions in the mining districts are also involved. The miners say that the government has made numerous promises that these conditions would be improved. In a recent speech President Smillie of the Miners' Federation said:

"It has been proved up to the hilt that children in many mining districts have been done to death owing to bad houses and unsanitary conditions, while generally the death rate of children in these districts is very high."

The trade union executive declared that this question ought not to be settled by the power or the ability of the government to beat the miners, or by the ability of the miners to beat the government, but it should be decided on the justice of the claim put forward by the miners.

Soldiers Check Coal Owners' Thugs

"The sending of troops in West Virginia, where coal miners are making a stand against the persistent and brutal tyranny of coal owners," says the West Virginia Labor News, "is just what the workers have been demanding for months. They have made several appeals to the Federal Government to send soldiers here to re-establish constitutional guaranties and check the encroachments of the employers upon the rights of the citizenship.

"In certain sections of West Virginia the coal owners have been ruling with mob law. They have maintained gangs of cutthroats who have invaded the lives and the properties of every man and woman who refused to accept their will as the supreme authority.

"The Government should do more than send its troops into the disaffected district. It should institute a sweeping inquiry into the methods of the employers. It should insist that the laws and constitution of the State be respected. It should make an end, for all time, of the system of coercion and oppression that has enabled the West Virginia coal owners to maintain a state of feudalism and to deny to Americans the right that Americans elsewhere possess without question or hindrance.

"West Virginia is a festering sore and contains enough of menace to justify all the attention the Government can give it.

"It is high time that we know whether a group of cold-blooded and inhuman mercenaries are more powerful than the Government of this nation. That is the issue in West Virginia."

Millions Made by Banks

In about three months three New York banks made call loans that totaled $335,000,000 and interest charges ranged between 18 and 25 per cent., said John Skelton Williams, comptroller of the currency, in a statement supporting the charge made by United States Senator Owen, who said in an Ohio speech that New York banks had loaned $500,000,000 at rates up to 30 per cent., and that the banks borrowed this money from the Government's Federal Reserve banks for 5, 6 and 7 per cent.

New York bankers have criticized Senator Owen for making "wild assertions," and now the comptroller of the currency declares that Senator Owen's claims are substantially correct.

"During the last year," said Mr. Williams, "the burdensome and oppressive interest rates to which the Senator refers have been exacted not in 'one or two possible insignificant cases,' as one critic expressed it, and not 'for about 10 minutes one afternoon the middle of last November,' as another critic stated, but in thousands of instances, at numerous times and upon call loans aggregating hundreds of millions of dollars."

PROGRESS OF U. S. SHIPPING

(Continued from Page 7)

Asia	3.4	1.1
Oceania	1.0	1.2
Africa	.7	.3

"Expansion along the lines shown indicates that the American merchant marine is at last on the way to secure a fair share of its own ocean-carrying trade, and that hundreds of millions of dollars hitherto paid to foreign shipowners annually will now go to the upbuilding of this country's own shipping."

Demand the Union Label.

International Seamen's Union of America

(Continued from Page 5)

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46 West Main Street

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FRED WALSH, Secretary
VANCOUVER, B. C.....311 Hastings Street, West
Room 2. Phone Seymour 3976

Labor News

Walter R. Brown, candidate for Governor of Georgia in the recent primaries on an anti-union shop platform, made a ridiculous showing. He failed to carry a single county and ran a poor fourth.

There is a continual emigration into the northern and western states owing to the low wages and poor working conditions in Mississippi. Trade unionists urge workers to unite that conditions may be improved and they can stay at home.

The United States Civil Service Commission has ruled that it is illegal for a Government clerk to do extra work for political committees. Some Federal employes have made extra money by this work, after their regular hours, but this is held to be a violation of the rule prohibiting Federal employes from engaging in politics.

In a full page advertisement in the Oregon Labor Press, Wells Brothers Construction Company thanked the organized building trades of Portland for co-operation in making possible the erection of the largest store house in the northwest on schedule time. The building trades and associated contractors have a joint agreement and it is declared that Portland is the only city in the northwest where peace reigns in the building industry, and has made possible the erection of more buildings in Portland than in any other city in the northwest.

"No one agency," says the press service of the Federal Board for Vocational Education, "has had so great an influence in perfecting educational laws as the American Federation of Labor, which sponsored the original free public school system, the vocational educational law, and the compulsory part-time school law, all of which directly affects the industrial and commercial progress of the nation. The annual conventions of the Federation always record its position on prposed progressive educational measures."

The strike of coal miners in Alabama is on because the Alabama Coal Operators' Association believes it is bigger than the Government. Miners have been forced, under threats of jail for contempt, to abide by the terms of the Lever Act, while the coal owners refuse to obey Judge Anderson's injunction and in many cases will not employ officers of miners' unions. The coal owners also refuse to accept the scale agreed to last fall by the coal owners, coal miners and the Government. About half a hundred coal operators have accepted the scale, but the sabotage coal owners want to operate on a non-union basis.

Organized oil workers have pledged $2,000 to three Fresno (Cal.) school teachers who have been discharged and who are now suing the city superintendent for slander. It is agreed by every one that the teachers were discharged because of their connection with the Teachers' Union, which is opposed by the superintendent. This official, however, gives as his reason "official incapacity," and the teachers resent a reflection against their ability, that will deter them in securing employment in the future. They are without funds and when the case was presented to the Oil Workers' Union these trade unionists unanimously voted $2,000. Other trade unions are taking similar action.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
Andersen, E. A. -1410
Andersen, J. F.
Andersen, C. D. -1131
Baskes, Jack
Anderson, Karl A.
Anderson, Gus
Anderson, K. P.
Anderson, H.
Anderson, Jack
Andersen, O. -1339
Anderson, J. -555
Anderson, John
Anderson, Chris
Anderson, G. N. B.
Andersen, Adrian
Andersen, B. E.
Anderson, Hilmer
Alonzo, N.
Axelsen, Herman
Axelsen, George

Back, Soren
Baumgartel, A.
Backstrom, C.
Barentes, Joe
Ballah, Lee
Berg, H. J.
Berglund, Iver
Barrington, P.
Berger, Aug.
Belmont, Joe
Bergkvist, Axel
Bergesen, Birger
Bendixon, Hans
Berntsen, Nils
Bingham, Dexter
Blomgren, Adolf
Blindheim, A. E.
Blomgren, Carl
Boyle, Andrew
Bretsen, Jos.
Brown, H.
Brown, Martin
Braun, T.
Bunden, L. W.

Carlson, M. -906
Carr, A.
Campbell, John R.
Christensen, E. O. H.
Chekan, W.
Clifford, H. W.
Clair, A.
Clark, Sterling

Danielsen, O. E.
Degerstedt, Karl
Devich, Joseph
Donovan, J. J.
Donnelly, R. A.
Dunham, Dexter
Duncan, T. W.
Dunne, F.
Dutton, Henry

Edin, Gust
Engberg, O. L.
Engvall, J. A.
Erikson, Einer
Erikson, E. -38

Felsch, Chas.
Fernandez, Elisio
Fex, Andrew
Framnes, Ivar
Franzell, A.
Fredriksen, B. D.
Ferslund, Victor

Gabrielsen, Peder
Gaughan, Tom
Gran, Aksel
Gravander, Nils
Greighan, P.
Graham, E.
Gragan, J. H.
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Schurr, Harm
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Smeland, John
Sommerfeld, P. L.
Sohnn, M.
Soroos, S.
Sobel, R.
Sterndoch, J.
Strand, C.
Stuhr, H. M.
Svenson, Thure
Sverdrup, Walter
Sjoberg, G.
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Taice, John
Tangvalt, G. J.
Thornquist, A.
Unwen, Harry
Verst, C. A.
Ward, Fred
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Wilhelmsen, S. J.
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Thorn, Arvid
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SAN FRANCISCO

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Lund, Frank
McNeill, Daniel
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Mikelsen, P.
Newton, A. B.
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Cranzzi, Rosolino
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Mittenmeyer, J.
Rasmussen, P.
Smith, R.

INFORMATION WANTED.

Any one knowing the whereabouts of John B. Isaacs will please notify Chas. F. Bullock, Marine Cooks' and Stewards' Association, 321 Twentieth street, Galveston, Texas. Matter of great importance. 3-31-20

Members of the crew of the S. S. "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members, and the respective amounts due thereon is as follows:

Amudsen, R.	$22.50
Eugene, John	22.50
Makinen, K.	22.50
Mattson, Geo. J.	22.50
Rehnstrom, A.	26.25
Sjoholm, J. W.	22.50

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Rudolf Knutsson is anxious to ascertain the whereabouts of his brother, J. Harvid Knutsson, a native of Trellerborg, Sweden, age 20, last heard from in New York, in April, 1918. Please address his brother, care Sailors' Union of the Pacific, 59 Clay street, San Francisco, Calif 1-7-20

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INFORMATION WANTED

Any one knowing the whereabouts of Karl Reese, age 30, last heard of in Iquique, Chile, October, 1916, bark Herbert," will please notify George Zimera, Sailors' Union, P. O. Box 65, Seattle, Wash. 1-21-20

Tacoma Letter List.

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Gronlund, Oscar
Johnson, John
Kuhlmann, Emil
Mattson, Walter
Melgall, Mikel
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Maahs, Willy
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McNeill, John
McGhee, E. J.
McRae, Jack

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Nankinen, Fred
Nelson, Ernest
Nelson, Charlie
Nelson, Gus
Nilsson, Edward
Ogren, Victor E.
Olofsen, O. A.
Olsen, Ole
Olsen, Harold
Olsson, Otto
Pett, Dick
Petersen, Hugo
Peterson, August
Raaum, Harry
Rasmussen Swend
Roberts, Bob
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Robertson, E.
Robinson, Fred C.
Rod, Halfdan
Rossdam, Harry
Rosenthal, W
Rohman, Pete
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Rueter, Amandus
Sahlberg, Rudolf
Sanders, Chas.
Sandberg, N. A.
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Scottol, Andrew
Scrivers, W.
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Stensland, Paul
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Nanhinen, Fred.
Peters, J. M
Pinnington, H. D.
Young, William
Zoerb, Walter

INFORMATION WANTED

The Centrale Bond von Transportarbeiders have placed in my hands claim of the father and mother of L. Verhoef, seaman who met his death on the S. S. "Balosaro" April 29, 1920. An old spring line broke, curled around Verhoef's left leg and yanked him on to the winch while he was operating it. Before it could be stopped his leg was taken off. He died two hours later at the hospital. Will members of the crew please report here promptly. The master has made an entry in the log book to the effect that the deceased met with his death through intoxication, which statement we believe to be utterly false. I am acting for the dependent relatives. It is the duty of seamen to tell the truth. Your dependents may be in the same position some day.—S. B. Axtell.

8-25-20

Home News

An approximate cut of 20 per cent in wool cloth prices by the American Woolen Company was noted at the company's opening of its fall exhibit, according to the Textile World Journal. The cut, said to be less than anticipated by the trade, was attributed to little demand for woolen goods.

October 20 has been fixed officially as the date for the provisional referendum on the question of the best method of dealing with the liquor question in British Columbia. Voters will be called upon to decide whether the present prohibition act shall be continued in force, or provision made for government control and sale in sealed packages of spirituous or malt liquor.

So rapid has been the progress of the rice industry in California that this product now forms one of the chief exports to foreign lands. They are even shipping rice—Japanese rice—to Japan. During the first quarter of 1920 more than 100,000 pounds of rice were exported from San Francisco to Japan. Exportations from other ports brought the total up to 300,000 pounds

As a result of the overwhelming victory of the Republican party in the Maine State election, the odds in favor of Senator Harding to win the Presidential election next November shot up to 3 to 1 in the Wall street district. W. L. Darnell & Co., 44 Broad street, who are handling election bets on a commission basis, bet $9000 against $3000 on Harding. Followers of Democratic Candidate Cox are demanding odds of 4 to 1 against their favorite.

The farmer-labor non-partisan movement in Kansas succeeded in defeating for renomination 11 State Senators at the recent primary. These Senators favored the Allen "can't-strike" law. As they are now retired to private life they will have more time to study the fundamental theory of American liberty and democracy. The non-partisans declare that the primary elections cleared the decks and that they will surely defeat Governor Allen next November.

Carrying a crew of four men and a 1600-pound torpedo, a Martin bombing plane fitted with torpedo gear flew from Washington to Yorktown, Pa., a distance of 125 miles, in 64 minutes. Naval officers declared they believed the flight established a record for planes of that type. The flight was made as a test of the Martin plane in connection with its use with the bombing and torpedo practice soon to be conducted with the old battleship Indiana as a target.

The U. S. Department of Agriculture is experimenting with wheat, oat and rye straw to secure a new combustible for use for automobiles and cooking, but work on this commercial possibility is hampered by a lack of funds. The department states that it has been possible to operate an automobile with straw gas and that 50 pounds of straw will produce about 300 cubic feet of gas—an amount sufficient to drive a light roadster 15 miles. By-products from the straw, it is stated, may prove useful in the dye industry. These scientists are struggling to perfect this discovery with a meagre appropriation that Congress grudgingly doles out to the agriculture department.

Domestic and Naval

The Standard Transportation Co. (Standard Oil of New York) is reported to have placed an order with the New York Shipbuilding Company for an oil tanker of 12,000 tons deadweight, in addition to the three already ordered of the same builders.

The total receipts from tonnage duties for the year ended June 30, 1920, according to returns to the U. S. Bureau of Navigation, Department of Commerce, was $1,707,934, compared with $1,265,229 for the fiscal year 1919. This year's receipts are the largest on record.

The records of the New York office of the Shipping Board disclose that, while in 1917 only 10 per cent. of the men below the grade of officers placed on Shipping Board vessels were native-born Americans, during the last six months the average has been 55.7 per cent.

The McDougall-Duluth Shipbuilding Company, Duluth, Minn., is building two 3,650-ton molasses tankers for the Sugar Products Company of New York, one molasses tanker for the David Berg Industrial Alcohol Company, of Philadelphia, and two cargo boats for the Robert Barnes Steamship Company.

Keels for two great battle criusers will soon be laid at the Philadelphia Navy Yard. The vessels are to be larger and faster, and carry far more deadly armament than any cruiser now afloat, according to naval officers. They will be 874 feet long, 106 feet wide, will draw 31 feet of water, and have a displacement of 45,500 tons each. They will have oil-burning engines, and a speed of more than 33 knots. Each ship will have four armored turrets in which eight sixteen-inch 50-caliber guns will be mounted, secondary batteries of sixteen six-inch 53 caliber guns, four three-inch anti-aircraft guns, and eight twenty-one-inch torpedo tubes.

Customs receipts at New York during the fiscal year ended June 30, 1920, amounted to $230,083,885, as compared with $117,854,252 for the preceding year. The expense of collection amounted to $5,158,156, as compared with $5,116,119 last year. This increase is accounted for in the increased bonus to employes, which exceeded the bonus paid last year by $318,836. The cost of collecting a dollar, however, was the lowest for a number of years, being .0225, or 2¼ cents, compared with .0434, or a litttle better than 4⅓ cents for the same period last year. The total value of imports was $2,904,946,043 and of exports $3,386,-984,723.

According to the Panama Canal Record repairs to the forward hull of the steamship "Koyo Maru," which was grounded on the reef at Serrana Bank, are under way at the 1000-foot dry dock. Inspection shows that shell frames for approximately 80 feet from bow on each side are badly damaged; most of the frames require splicing, being too badly bent and twisted to allow straightening, about 75 per cent. of the shell plates for five strakes will require renewal, the balance being in such a condition that they can be reused. As cargo in No. 1 hold could not be worked due to this hold being flooded, it is being removed while the ship is in dry dock; due to this fact the entire damage can not be seen at this time; it seems probable that the tank tops will require repairs.

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JUNE 30, 1920

Assets	$66,840,376.95
Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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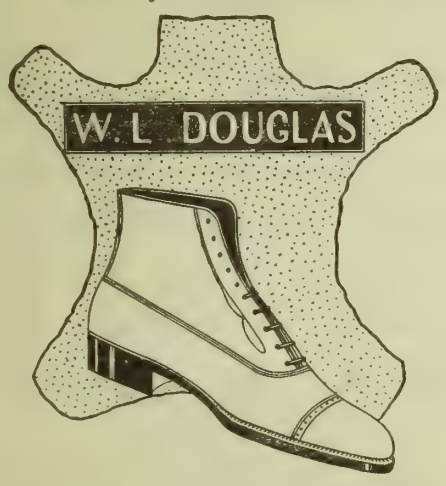

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News from Abroad

A port is to be constructed at Comodoro Rivadavia (Argentina) at an estimated cost of $1,500,000.

Reports from Mesopotamia indicate a spread of anarchistic rebellion against the British in that country, says a London War Office report.

A Spanish Royal Decree subjects foreign emigrant ships sailing from Spanish ports to a progressive tax which starts at 10,000 pesetas for 2,000 emigrants.

A contract for the construction of an oil pipeline between Havre and Paris, with a daily capacity of 50,000 barrels, has been awarded to Messrs. James Stewart & Co., of New York.

The Navy crew representing the United States in the Olympic regatta in Brussels won the world's title and set a new world's record of six minutes and five seconds.

According to the Japanese Shipping Controller, last year the tonnage of merchant vessels built in Japan amounted to about 700,000, this being about 10 times the pre-war output.

At a recent meeting of 527 West Australian farmers, it was unanimously decided to subscribe £250,000 towards the £1,000,000 required for the establishment of wheat elevators.

In order to provide a sufficient supply of beef for local consumption, the Government of Jamaica has agreed to relax regulations which prohibit the importation of cattle for slaughtering purposes.

Munitions and hydroairplanes valued at nearly $2,000,000, recently confiscated by the Entente Commission in Germany, were destroyed by German workmen, many of whom are Communists, says a London dispatch.

A report from Mexico City says that Augustine Preve, who recently declared war on the whole world, except Russia, has been captured at Campeche and is being held for trial on charges of rebellion.

The Mexican Embassy at Washington issues an official statement promising equitable settlement of all claims against the Mexican Government and assurances that in the future protection will be afforded all foreigners who enter Mexico.

The Government of India is still retaining control of the rice trade. It is anticipated, however, that if the present crop turns out favorably, control will be abandoned before the end of the year and exports will once more be free.

Grain shipments from Argentina during the first six months of this year, compared with the same period of 1919, were as follows: Wheat, 4,198,685 tons (838,165); maize, 1,917,710 tons (856,820); linseed, 582,868 tons (222,420); oats, 210,104 tons (109,335).

The Danish mercantile fleet comprised, at the end of 1919, 708 vessels of more than 100 tons, totaling 749,020 tons, which, as compared with the respective figures for 1914, means a decrease by 10.9 per cent. in the number, and by 4.6 per cent. in the total tonnage.

Under a new six months' coal agreement signed by representatives of the Swiss and German Governments, Switzerland will receive from 15,000 to 20,000 tons of coal and coke and 15,000 tons of briquets per month. The agreement will run until January 15, 1921.

With the Wits

Making It Easy.—To facilitate the scheme for taking the finger-prints of infants in America, it is proposed to make the impressions in jam.—The Passing Show (London).

Reason Enough.—Binks (coming out of theatre)—"Why did everybody cry during the death scene? They must have known that the actor was not dead." Jinks—"Yes, that was just it."—Michigan Gargoyle.

The Real Difficulty.—Best Man—"What's the matter! Have you lost the ring?" Bridegroom—"The ring is all right, old man, but I've lost my beastly enthusiasm."—London Opinion.

A Practicing Physician.—Patient—"I want to see doctor. Be this the place?" Doctor—"This is where I practice." Patient—"Don't want no person for to practice on me; I want a doctor for to cure me."—The Bulletin (Sydney).

Looking Forward.—They had just become engaged. "I shall love," she cooed, "to share all your griefs and troubles." "But, darling," he purred, "I have none." "No," she agreed; "but I mean when we are married."—Dallas News.

Conclusive Evidence.—William and Henry, chauffeurs, were discussing the ill-luck of a fellow chauffeur, Clarence, who had the day before been fined for taking out his employer's car without permission. "But how did the boss know Clarence had taken the car out?" asked Henry. "Why," explained William, "Clarence ran over him."—Harper's Magazine.

Open Season.—A tourist was just emerging from a corn-field by the roadside, bearing in his arms a dozen handsome roasting ears, says the Oakley Graphic. A second car approached and stopped, whereupon the tourist reached for his pocketbook and asked in an embarrassed manner, "How much?" "One dollar," said the newcomer, and then, after receiving payment, remarked, "This is a fine field of corn. Wonder who it belongs to?"—Kansas City Star.

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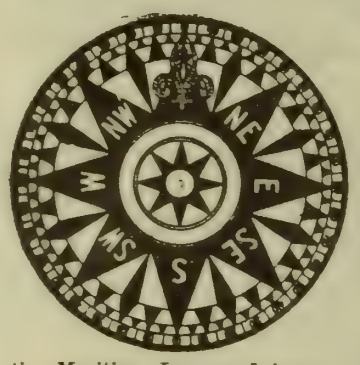

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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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COMPENSATION LAWS FOR SEAMEN

The Urgent Need for Federal Legislation

For several years the best lawyers in America have been unable to clearly define a seaman's right under the law to compensation or damages for accidental injuries aboard ship.

There are so many conflicting court decisions on existing laws that ordinary folks are hopelessly lost in the maze of verbiage necessary to explain the many intricate points involved. Of course, there is only one way out of the maze and that is the enactment of a Federal Compensation law for seamen.

Mr. Warren H. Pillsbury, compensation expert of the California Industrial Accident Commission, has favored the Journal with the excellent treatise on the subject which is published herewith, in full, and is commended to the careful perusal of all who earn their livelihood aboard ship.

The development of compensation legislation is still quite incomplete. The number of employes in excluded occupations, who should be under compensation protection is unnecessarily large. In nearly all States, agricultural, casual and domestic employes are excluded. In some States employes in employments where less than four, five or sixteen workmen are engaged, are still excluded. Some States limit their coverage to employes in specified hazardous occupations, and by reason of conflicts of jurisdiction between the States and the Federal government, most railroad employes and practically all maritime workers are taken out from the protection of State compensation laws, although receiving no compensation protection under Federal law. It is the purpose of this paper to discuss briefly the lot of the maritime worker.

Maritime employment is one of the most hazardous of industrial occupations. A sailor has the perils of the sea to face in addition to the ordinary dangers incident to working about machinery or handling goods. The stevedore is in constant danger from swinging booms or swinging loads of commodities being hoisted into or out of ships, from falling articles of cargo, and from infection from scratches or lacerations received in the handling of dirty articles and in the stowage of freight in dirty holds. These conditions have not as yet been improved by any systematic safety work, either by the States or Federal government, although the latter has done something under the La Follette act to prevent loss by shipwreck. When the same system of safety inspection is applied to working quarters aboard ship as is now being given by the more advanced States for land industry, maritime work will be more attractive to native-born Americans.

On the compensation side of maritime work, the situation is equally deplorable. State compensation laws are now finally precluded from compulsory application to maritime work by a series of decisions by the United States Supreme Court, holding that the law maritime is paramount even though Congress itself may have legislated to the contrary. The law maritime affords little or no protection to injured seamen or their dependents. If the seaman be injured or killed by negligence of the vessel or its owners, a complicated action for damages is allowed in the admiralty courts which is in no respect more beneficial to the seaman than suits for damages in the State courts for other employments, long since superseded by compensation laws. If the injury be not due to negligence, the seaman is limited to medical care and maintenance for a short period under the rule of "The Osceola" which gives far less than compensation. For permanent injuries no system of rehabilitation is provided. For death cases, it is very seldom that the widows and children receive an allowance of any sort. The States cannot give relief, though the burden of the poverty caused by injured maritime workers falls upon the States instead of the Federal government. Congress cannot even authorize the States to protect themselves against this burden, or to protect their citizens against industrial losses. The United States has not acted to give such protection in its own right.

While this may sound doleful, there is another phase of the matter which even more strongly savors of injustice. Congress has from time to time enacted legislation for the upbuilding of a merchant marine by the encouragement of the investment of money in shipping. Such legislation, at least until the recent war, did not succeed in its purpose, i. e., it did not develop an American merchant marine. The indirect effect of such legislation was, moreover, to penalize the maritime worker, and the net result was to give to the capitalist investing in American shipping a preference at the expense of his employes instead of at the expense of the public at large. For instance, the Harter act and the Limited Liability act have the effect of freeing a ship owner from liability for practically all claims for loss of life or personal injuries to members of the crew, as well as claims for loss of cargo, where the ship is a total loss. Even where a seaman or his dependents have a good right of action, the employer can limit his liability, if the vessel be lost, so as to defeat this right. This is a privilege not accorded to any land industry and is directly opposed to the practice of compensation legislation in which claimants for compensation are given preference over general creditors. In the proposed Federal compensation act for maritime workers, some provisions should be made whereby the right of limitation of liability by the employer should not be exercised so as to defeat compensation payments.

The effect of the Limited Liability act may be illustrated further by pointing out that the ship owner and cargo owner can insure their losses so that if a vessel be lost at sea the insurance company will make good the loss to the owner, although he be relieved from direct liability by the operation of this act. The seaman cannot, however, insure his earning capacity, as his wages are too low, and accident insurance premiums are too high, for his occupation to make any private system of accident insurance practicable. If the vessel be lost at sea with all on board, the ship owner can keep the payments made to him by his insurance company with which to purchase a new vessel. He does not have to devote the proceeds of his insurance policy to the relief of the dependents of his employes. The dependents alone get nothing and are cast a burden upon the public and private charities of the State in which they reside.

The injustice of the situation is further enhanced by reference to the coastwise shipping act by which foreign vessels are prohibited from engaging in coastwise maritime commerce of the United States. The ostensible excuse for the Limited Liability act is that it makes it possible for American shipping to engage in competition with foreign shipping. No such protection is needed for our coastwise shipping, because there is no competition with foreign vessels in this traffic, which claims a large proportion of our maritime commerce. Nevertheless limited liability may be invoked for losses in coastwise shipping. The result is that if a coastwise vessel be lost, the ship owner may limit his liability and invest his insurance money in a new vessel, suffering no substantial loss. The cargo owner collects his insurance upon his lost cargo. The dependents of many of the passengers can realize upon their life insurance policies, but the dependents of the lost crew get nothing. The only uncompensated loss is that sustained by the widows and orphans of the maritime workers. The protection of the Limited Liability act should not be given to ship owners in coastwise traffic to the prejudice of claims for damages or compensation for the loss of members of the crew.

The insurance situation is unsatisfactory as well as the compensation and safety situation. In California, prior to the decision of the Knickerbocker Ice Comvany Case, last May, in which the United States Supreme Court finally excluded State workmen's compensation acts from protection to maritime workers, a number of the maritime companies operated temporarily under our compensation act. In litigation arising under it, the insurance situation came prominently to the fore. In California we noted early, that most of the insurance covering liability of the ship owner for injuries to his seamen, either common law or compensation liability if ultimately sustained, was placed in certain English maritime insurance companies. A general form of policy was used by a number of these English concerns, commonly known as the "P and I," or Protection and Indemnity insurance. More recently an American club was formed to give the same insurance upon a mutual basis, but apparently, until recently, the

British concerns have dominated the field. Their adjustment attitude, at least in California, was unsatisfactory in the extreme. Along the Atlantic seaboard I have not heard of as much difficulty as we have had here, possibly due to a better adjustment attitude in the East or to a less broad coverage of maritime workers in Atlantic Coast compensation States. In California the principal difficulties encountered were that the British concerns had no one within the State, or within the United States, upon whom service of process of the Commission could be made, so that it was impossible to make them parties to a compensation proceeding. The employer defended each case before the Commission, but was in fact represented by the attorneys of the insurance concern, who frequently refused to permit the employer to take a liberal attitude under threat of forfeiture of the insurance. They resisted all large claims very technically, carrying test case after test case to the courts upon constitutional or technical grounds, and delayed most other cases until the test cases should be decided. In small cases settlements were sometimes prompt, but usually the claimants were underpaid, according to compensation standards. Jurisdictional conflict between the State compensation law and the admiralty law was frequently made use of to throw the claimant from one court to the other and back again, in the endeavor to defeat liability on each theory in turn. So far as known, these English concerns are under no supervision in their own country as to solvency and management, such as that given by insurance commissioners in the different States in the United States.

Further, the insurance policies issued by these concerns, while in fact covering the compensation liability of the employer, invariably omitted the statutory provisions required by the State compensation acts and declined to accept any of the responsibility which the State law requires of compensation insurance carriers. In short, the maritime insurance covering the compensation hazard among others, was in the hands almost entirely of outsiders, who did not make themselves subject to the laws or courts of the jurisdiction under which they operated, and adopted adjustment policies at variance with the requirements of the jurisdictions in which they carried on their business.

The writer cannot state much as to the adjustment attitude of the American P and I club, as he did not come into contact with it to any great extent prior to the decision in the Knickerbocker Ice Company case.

A very satisfactory form of maritime policy, from the compensation point of view, was discovered by the writer in the policy of the Associated Companies, in which some ten companies engaging in the compensation business in the United States, issue a policy covering the liability of the employer and dividing the risk between them. On account of the catastrophe hazard, no one compensation insurance carrier could afford to insure the crews of vessels, but the association of these ten companies upon each risk eliminates this difficulty. Such companies do business in the various States, are thoroughly responsible, subject themselves to the jurisdiction of the different boards and commissions of the States in which they operate and comply with the laws of those States. If the Knickerbocker Ice Company decision had been the other way, the writer would have endeavored to start a movement for insistence on such form of policy to the exclusion of the P and I policies.

Attempts to Protect Maritime Workers.

The Federal Government being dilatory, the first attempt to give better protection to employes against maritime injuries came from the States. Admiralty law, like the common law, never provided a right of action for wrongful death, so the States somewhat early in their history, provided negligence statutes, giving such right of action. By act of Congress of 1789, the provision being known as the "saving clause" of the Judiciary act, claimants in admiralty had the alternative of suing upon contracts or injuries either in admiralty or in the State courts according to the common law, which common law included State statutes passed either before or after the act of Congress. The admiralty courts thereafter adopted such State statutes so that in the event of a fatal injury to a sailor due to the negligence of the ship owner, the dependents could sue for damages either in the state court under the State law, or in the admiralty court according to the usual course in admiralty, but based upon the same State law. This situation went on for many years until workmen's compensation acts developed in the United States. After the passage of the first compulsory compensation acts the State authorities applied such compensation acts to maritime injuries upon the same principle, i. e., that an injured employe or his dependents had the option under this "saving clause" of suing in the admiralty court or of suing in the State court upon the State law. When this matter came to a test in the United States Supreme Court it was held, however, in the celebrated case of Southern Pacific Company vs. Jensen, 244 U. S. 205, reversing the previously accepted doctrine that the State compensation act could not be applied. This was a five to four decision, the majority opinion being written by Mr. Justice McReynolds and based upon reasoning unsatisfactory to all admiralty lawyers as well as compensation authorities. The stand apparently taken by the court was that workmen's compensation acts, being new legislation and at variance with common law principles of liability, were not included within the act of Congress of 1789 above referred to, and that therefore the jurisdiction of the admiralty courts was exclusive.

To remedy this situation, Congress, on October 5, 1917, unanimously passed an amendment to the Federal judicial code expanding the "saving clause" above referred to, to extend the concurrent jurisdiction of the State authorities to include relief for maritime injuries under State compensation acts. This act of Congress was in turn declared unconstitutional, also by a five to four decision, in Knickerbocker Ice Company vs. Stewart, decided in May of this year. Mr. Justice McReynolds again wrote the majority opinion and the same four judges concurred with him as before. The decision holds virtually that Congress cannot permit State statutes, which are based upon principles unknown to the common law, to be applied to maritime matters, upon the assumption that the United States Constitution has made the law maritime of national scope and placed it beyond the authority of the States. The decision is much to be deplored. The Federal Constitution nowhere, in express terms, contains such requirement, and the previous history of admiralty law largely involves recognition of State statutes where not contrary to acts of Congress. The parallel course of development in State and Federal jurisdiction in matters affecting interstate commerce also leads to the same conclusion, as it has been held repatedly that State-created rights of action for damages for injuries to railroad employes are valid, even though dealing with injuries in interstate commerce, until such time as Congress took unto itself the regulation of this field. The result is that by a misunderstanding or lack of sympathy with compensation principles, the court has excluded the States from the protection of maritime injuries by workmen's compensation laws, while it still permits State damage suit laws to be applied to the same injuries.

Assuming the ideal to which the majority of the Federal court are striving, i. e., a national system of maritime law untrammeled by State interference, the decision was nevertheless unnecessary. Complete Federal control of maritime law is sufficiently secured by the ability of Congress to assume full authority at any time in its discretion. It was not necessary that the States be prevented from giving relief at a time when the Federal Government itself was doing nothing. If the decision had been the other way in the Knickerbocker Ice Company case, and State compensation acts had been allowed to apply to maritime injuries, such acts would all have been obliged to give way upon the passage of a uniform Federal compensation act. It seems an undue refinement, therefore, to oust the States from the protection of maritime workers at a time when Congress has provided no protection. In the last analysis, the protection of maritime workers is a local problem, not a national one. The crippled worker and his family are burdens upon the States, not upon the national Government, and the primary purpose of compensation legislation is to protect the community and its citizen workers against poverty due to industrial injury. With this protection the Federal Government is not concerned.

However, this may be, the decision of the United States Supreme Court upon the subject is for the present binding, and the States can do nothing more officially. This leads us to a survey of the national situation.

The first really important law which Congress has passed for the protection of seamen is the La Follette Act of 1915. This improved the condition of seamen materially along the line of better safety and living conditions and protection against abuse. It did not touch upon compensation for injuries. It met with extremely vigorous opposition upon the part of shipowners and was only enacted after a very bitter fight, although every land employment had long since been put under greater obligation for the comfort, health, safety and welfare of employes than the La Follette Act imposed upon shipowners. Even shipowners in coastwise shipping opposed it, although immune from foreign competition.

The next measure was the act of October 5, 1917, above mentioned, which the Supreme Court of the United States held unconstitutional in the Knickerbocker Ice Company case. Following this, Congress, in March, 1920, passed an abortive measure, providing a right of action for wrongful death for all injuries occurring upon the high seas. This gives only a remedy by damage suit for negligence, of the same type as that superseded in the various States by compensation legislation. It was unnecessary, as the Jensen and Knickerbocker cases still permitted State statutes to be applied under such circumstances, and practically every State has such death statute. It was an anomaly, in that it limited application of such statute to injuries occurring on vessels outside the three-mile limit, and did not provide the same protection for injuries occurring in harbors, although admiralty law applies equally to injuries upon navigable waters, in ports or harbors, or upon the high seas.

A later provision, Section 33 of the Jones bill, passed in June, 1920, by Congress, goes further. That section places all seamen under the protection of the Federal Employers' Liability Act, which act will be remembered as the one giving rights of action to railroad employes injured in interstate commerce. At the present time, seamen are upon a par with railroad employes in interstate commerce, with respect to redress of injuries. This law is largely inadequate. The railroad act is one giving a right of action for negligence only, and is not based upon compensation principles. At the time of its adoption it was an improvement upon contemporaneous negligence laws, but has since been superseded by the adoption of State workmen's compensation acts. The Jones bill is, however, a great improvement upon the previous state of the admiralty law. A serious defect is that it applies only to seamen, and apparently does not include stevedores or longshoremen within its operation. It is profoundly to be hoped that it will be superseded at the next session of Congress by a uniform Federal compensation act applying alike to maritime and railroad workers.

The prospect of a uniform Federal act at the next session appears to be good. Such a measure was drafted three years ago, and introduced by Senator Johnson of California, but was not brought up for passage, the law condemned in the Knickerbocker Ice Company case being put through instead. Since that time, the writer is informed, the bill has been with the United States Shipping Board for review before introduction. Just after the decision in the Knickerbocker Ice Company case, last May, the question was taken up hurriedly in Washington. According to my information, the Shipping Board, upon noting the inclusion of Section 33 by Senator Jones in his bill, being the provision above discussed, returned Senator Johnson's bill in a hurry, with a statement that it met their entire approval. It was then too late to press for passage a uniform compensation measure, as Congress was about to adjourn. Hence the inclusion of Section 33 of the Jones bill as a stopgap until the next session of Congress. Several other drafts of uniform Federal compensation acts for maritime workers are now being prepared, one by the American Association for Labor Legislation. Both political parties have declared for some such measure, although the Democratic platform limits this recommendation to a uniform compensation act for workers engaged in loading and unloading vessels, and does not include sailors. It is to be profoundly hoped that Congress will provide a thoroughgoing reform of the present provisions of the maritime law in this respect.

After all, the best solution would be to frame a thoroughly efficient Federal compensation law, applicable to all maritime workers, and to railroad employes in interstate commerce as well. I do not believe any of the States which have tried to make their compensation laws applicable to maritime injuries have felt that the matter should be permanently regulated by State laws. The desire to apply State laws has been, instead, to provide some very necessary relief to seamen until Congress should get around to provide a uniform national act. Three principal advantages of such Federal act are:

(1) Uniform imposition of burden upon all employers engaged in maritime commerce, avoiding the conflicting standards of divergent State laws.

(2) Opportunity to provide a compensation measure of high standard, superseding such acts in States where the compensation law is inadequate or nonexistent.

(3) A uniform Federal act will also avoid clashes between the compensation acts of different States based upon the question of extra-territorial application of such laws.

While many desirable features of a proposed Federal act can be suggested, in my judgment, the matter upon which most emphasis should be laid, apart from a high standard of benefits, is that the State boards and commissions should be given concurrent jurisdiction with the Federal courts in the enforcement of the Federal law. I think this can be done without constitutional objection, and it is now in fact being done with respect to injuries sustained by railroad employes in interstate commerce. In the latter case, suit can be brought under the Federal law in either the Federal or the State courts. The advantage of concurrent jurisdiction in State industrial accident boards and commissions is that such provision will eliminate the passing of claimants from one court to another with the danger of each court taking the view that the suit should be brought in the other court. In our handling of railroad injuries, it frequently happens that an employe files an application with the Commission for compensation under the State law and it is finally determined that the suit should have been brought under the Federal act and before a tribunal. If such employe sues first in the courts, he is often told that he should have sued in the Commission, and by that time his claim for compensation is doubtless outlawed. If the suit be brought before the Commission, the

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WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Anti-Unionist Retired to Private Life

Congressman Venable of Mississippi is the latest to go down to defeat by non-partisan labor. This candidate appealed for votes on the anti-union shop platform, and attacked the organized workers, who have retired him to private life.

Many instances have been reported to the A. F. of L. national non-partisan political campaign committee of candidates standing on the anti-union shop platform. In the great majority of cases these candidates have been defeated by organized workers, who show why cheap-labor employers support these candidates. In one instance a Texas candidate for Congress publicly solicited financial aid from these employers. While this candidate was nominated, Texas trade unionists and sympathizers more than evened the score by defeating a former United States Senator who sought the nomination for Governor on an anti-union shop platform.

In Labor's "victory list" is included United States Senator Thomas of Colorado, who was not even mentioned as a candidate for re-election at the recent convention of his party. During the last session of Congress it was almost a daily occurrence for this lawmaker to attack organized labor on the floor of the Senate. He was an inspiration to every anti-unionist and cheap labor employer in the land. But when Senator Thomas was called upon to face his constituents in a political campaign, he quit.

In Alabama Senator Underwood was nominated by a narrow margin, as was Senator Smith of Arizona and trade unionists of these States are enthusiastic over their first non-partisan venture on a statewide scale.

Georgia trade unionists were more successful in the case of United States Senator Hoke Smith, who was defeated, and in Wisconsin the political scalp of Congressman Esch, joint sponsor for the railroad bill, dangles from the belt of LaCrosse labor.

Labor's non-partisan activity has already resulted in the disappearance of many reactionaries from the national law making body. New faces will replace those who were confident that their labor attacks would assure campaign funds from powerful anti-union sources. Organized labor wrecked the scheme by abandoning party lines and defeated these enemies who imagined they could keep the workers divided by raising the wolf cry: "Gompers is trying to deliver the labor vote."

Numerous candidates for lesser offices have also been defeated. The list includes every office from town tax assessor and councilman to Governors of States.

These advances have been made possible by the awakening of the wage earners to their political strength when used as the balance of power against enemies of the men and women of toil and in the interest of justice and Americanism.

Labor's No-Partyism Plan Succeeds

Labor's non-partisan political program has passed the "explaining" stage. Its effectiveness is shown by heavy scores against the plunder crew who look upon government as a thing for private use.

Labor has done more than defeat Senators, Congressmen and Governors. It has impressed workers that this government is "of, by and for the people."

It has triumphed after 40 years of agitation by smashing a blind partisanship that cloaked injustice and justified wrong.

Today candidates must stand on their records. The edict of a secret caucus or appeals to "stand by the party" no longer suffice.

Non-partisanship is a national characteristic. The independent voter is no longer a curiosity.

For nearly half a century labor has insisted that partisanship is reaction's best asset, and labor has served democracy by destroying partisanship.

Every year the tide of non-partisanship mounts higher and higher. This year the wave has reached a record point.

This year labor is better organized, more intelligent, more determined in its fight for justice, for freedom of action, for Americanism as understood by the Fathers.

The non-partisan wave will not recede. It will continue upward as labor awakens to the need for and the value of an intelligent, independent ballot.

The A. F. of L. national non-partisan political campaign committee is developing this intelligence. Records of candidates for national offices are published, platform declarations are made known, literature is supplied wage earners, who are urged to study these documents and then vote against labor's enemies and in the interest of humanity and justice.

The non-partisan method will become more effective as wage earners sense the ideals of liberty, progress and democracy and social justice that are behind a ballot cast for these qualities rather than for pillars of reaction and special privilege.

Injunction Blocked by Anti-Labor Rule

Attorneys for striking machinists at Cincinnati successfully turned a decision by the United States Supreme Court, which invalidated the Federal Child Labor law, against anti-union employers who asked for an injunction.

The injunction plea was made before Federal Judge Cochran of the eastern district of Kentucky on the ground that the machinists were interfering with interstate commerce. Federal Judge Killets, Toledo (Ohio) district, recently issued an injunction against machinists on strike against the Overland Automobile Company for this reason and the anti-union lawyers called Judge Cochran's attention to this injunction.

The machinists' attorneys called the court's attention to the United States Supreme Court's decision on the child labor law two years ago. This law prohibited the shipment in interstate commerce of any commodity made in a plant that em-

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Internationale Transportarbeiter-Federation Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan, F. Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbodgade, 15 Kobenhavn.
Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.
Dansk So-Restaurations Forening, Y. Strandstrade 20, Cobenhavn.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

AUSTRIA

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marcellino 6-2, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Two hundred thousand men and women are said to have taken part in the funeral of Bela Somogyi, the editor of the Hungarian Socialist paper "Nepsazava." Somogyi was executed for being a Socialist by the murder government of Hungary operating under Allied auspices.

A housing organization consisting of four large employers and the Building Trades' Federation has been formed with the object of building 500 houses in Wellington, New Zealand, within the next twelve months. The controlling body will represent the employers, workers, and government.

Opposition to piece work was recorded by the recent annual convention of the National Metal Workers' Union of Belgium, which has grown from 18,000 in 1919 to 146,000 this year. During the past several months the union has waged many successful fights for a minimum wage and the eight-hour day.

Radical meetings are becoming increasingly frequent in Japan. Fifty policemen watched a meeting in Tokio recently where M. Shaman spoke attacking a social system that permitted non-producers to eat. "He who doesn't work must not eat," Shaman declared, and after several addresses along similar lines the police stopped the meeting. Fighting followed and many persons in the assembly were arrested.

In the House of Commons recently members stated slavery was being encouraged in Hong Kong (British), boys and girls being publicly bought and sold. Colonel Avery, for the Government, alleged that these boys and girls were not bought but "adopted for domestic service" for a lump sum. "If the girls were used for immoral purposes the court could watch over them," he said. Previous to this reply the Colonial office promised the General Federation of Trades Unions that the matter would be looked into if it were not made public property.

At a special convention of the Belgian Railway Employes' Federation it was voted to refer to the referendum the question of accepting the Government's plan to establish a joint railway commission of an equal number of employe and employer representatives appointed by the Minister of Labor on recommendation of both parties in interest. Opposition to the commission is based on the belief that it will devitalize the trade union by taking over much of its work. The convention favored the plan and has passed it to the referendum for final action.

At the annual convention of the Belgium Trade Union Federation the Government was called upon to remove restrictions against workers who would strike to improve conditions. The workers are demanding the same liberty against enforced labor that Belgium people demanded when the Germans invaded that country. Legally, Belgium workers have the right to strike, but judicial decisions have reached the point where strikers are penalized as violators of "liberty to labor." The Government promised to remove these restrictions, but as yet has failed to do so. The trade unionists also demand that the Government increase out-of-work benefits which now amount to but a pittance and fall far short of supplementing the trade union benefits, as it was intended to do.

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Will H. Peterson and G. Johnson, formerly winchmen of S. S. "Carmel" to communicate with J. T. Smith, Room 411, 112 Market St., San Francisco. 9-8-20.

Any one knowing the whereabouts of the brother of August W. Strasdin, will please communicate with B. I. LaSelle, 924 Crocker Bldg., San Francisco. 9-15-20

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Chas. T. Smith, Roy Dresser, Joe Ban, Autti Hanks, Thos. Wolstenholme, Chas. Fraser, W. B. Pierce, Karl Olson, William Holmes kindly communicate with John T. Smith, Room 411, 112 Market St., San Francisco. 10-6-20

To the members of the crew of the S. S. "J. Acoh."

As I previously notified you the court gave judgment for fifty-three days' penalty amounting to $118 and $10 for shortage of potatoes, $328 in all, a $90 wage the others proportional. Subsequently after the judge went away the penalty was cut to 53 days at $3 per day, making the amount $169 each on a $90 wage, the curt thinking that because the crew were paid wages to the time of their arrival in San Francisco, the Government should get credit for that. I believe the court was in error as the pay to San Francisco was under contract for time actually consumed, and had nothing to do with the penalty for not paying off in Manila, at least what was easily ascertainable there. I think the case should be appealed, and will appeal it unless a majority of the crew write me they do not want it appealed. If appealed it will be on the calendar for argument in February and may be decided in March or April, or not later than May. The question as to transportation can also be again raised on appeal, and I think it should be.

"West Inskip" and "Cochapontes" salvage cases. Both salvage cases are set for trial for November 5, 1920, the first day the court could give. H. W. Hutton.

Pacific Coast Marine

A fleet of 285 wooden steamers, totaling 994,235 deadweight tons is offered for sale by the Shipping Board. The sale will be private and bids will be received until October 8, and then opened.

Puget Sound advices state that the Deep Sea Salvage Company, which has been selling stock on the representation that it proposed to raise the wreck of the steamship "Sophie," from the Lynn Canal, is in the hands of S. B. Hill, appointed receiver by the Supreme Court.

The tanker "Stockton," which was recently launched at the Moore shipyards, had her trial trip on San Francisco Bay during the week and passed all requirements. The vessel has been allocated by the Shipping Board to Struthers & Dixon and will be kept on the Pacific Coast.

The steamer "Bee," 375 tons, has been sold to the Hawaiian Meat Company for use in the interisland trade. The price is said to be $115,000. The Bee was built at Aberdeen in 1907 and was engaged in the lumber trade between Puget Sound and San Francisco for several years.

The power boat "Defender," Seattle, bound from Columbia River to Seattle, which landed high and dry on the shifting sands near Queets River, has been taken to pieces. All the valuable material in her was brought in on the power boat "Blazer." Insurance companies saw no other way of salving her.

J. H. A. Day has been appointed agent for the Shipping Board at Manila and will sail from San Francisco on the Ecuador next month for the new post, it was announced during the week. He has been with the Shipping Board at Washington and will spend the next couple of weeks studying Pacific Coast conditions at the San Francisco offices of the board.

According to word received by the San Francisco Chamber of Commerce from George B. McGinty, secretary of the Interstate Commerce Commission, the date of the hearing in San Francisco on the proposed uniform ocean and rail bill of lading has been set for October 25. The hearings will be held at the Palace Hotel.

The 10,100-ton deadweight oil tanker "Algonquin," now nearing completion at Alameda, Cal., for the Standard Transportation Company (Standard Oil of New York), is the first vessel launched on private account from the yard of the Bethlehem Shipbuilding Corporation since August, 1917, when the yard was requisitioned by the Emergency Fleet Corporation.

Because it is considered an obstruction to navigation, the hulk of the old steamer "Juliet," sunk in the channel near Seventh street, is to be blown up. The "Juliet" was an ancient stern-wheel river boat, once belonging to the E. V. Rideout Company. Years ago an unsuccessful attempt was made to salve the old hulk for its timbers. Diver Martin Lund has been engaged to dynamite the craft.

Honolulu is again to have the service of a coast guard vessel. The eagle boat Earp is being fitted up at Mare island Navy yard preparatory to being taken to the Hawaiian islands by Lieutenant-Commander C. F. Howell of the Coast Guard Service. The Earp is one of the vessels built at the Ford automobile factory during the war. It resembles a destroyer, but is only 200 feet long. It is equipped with two four-inch guns and an anti-aircraft gun. There has been no coast guard boat in the islands since the war.

Singapore and Manila hereafter will be ports of call for liners of the China Mail Steamship Company, according to an announcement by General Passenger Agent Harold N. Thomas. These extensions, it is said, are made necessary by progressive offerings in both passenger and freight business. The new schedule provides that the steamers "Nile" and "China" will make Singapore a regular stop after touching at Hongkong and that the "Nanking" will go to Manila from Hongkong. Singapore will be included in the itinerary of the "Nile" when she steams from San Francisco December 11.

Under the control of the Harriman, Dearborn and Livermore interests some of the American-Hawaiian freighters, which formerly plied between Hawaii, San Francisco and Salina Cruz, are already on the berth to come back to the Pacific on the Coast to Coast run. This announcement was made this week by Williams, Dimond & Co., which firm will be agents for the United American Lines, operators of the vessels. The vessels will be on the coast-to-coast run only. They will not make the triangular call at Hawaiian ports, Practically no sugar is sent direct to New York now from Hawaii since the up-river refinery has been enlarged and it all comes to San Francisco via the Matson service. So the new service will be purely and simply for general cargo between all Atlantic ports and San Pedro, San Francisco, Portland and Puget Sound.

Foreign trade through the port of San Francisco was the smallest during August of any month this year. Exports were nearly $7,000,000 less than in July and below any August since 1916. Imports of duty-free merchandise were $2,000,000 below July, and importations of taxable merchandise were only about half of the July figure. Exports during August totaled $13,878,683, while in July they were $20,284,731. In August, 1919, they were over $20,000,000. Imports of duty-free merchandise last month were $15,343,596 and dutiable merchandise $5,155,537. In August, 1919, they were $17,726,798 and $9,946,951, respectively. Dwight Grady of the foreign trade department of the Chamber of Commerce says the falling off in business is due to the money panic of Japan, low rate of exchange and business depression in China, heavy trade balance against the Philippines and the midyear business dullness in the East Indies.

Announcement of a new agency contract for operators and managers of Shipping Board vessels is expected shortly, according to word received here from Washington. Conferences between the representatives of the operators and managers and officials of the Shipping Board have been held for the past few weeks and the details of the new agreement have been worked out with only one or two exceptions. One of the changes which the Shipping Board is said to be insisting upon is the control of the sub-agents in foreign fields. Under the present agreement the sub-agents are selected by the operators. Many of these selections, it is said, have proved unsatisfactory to the Shipping Board because of the failure to aid in the establishment of a strong organization for the American merchant marine in foreign countries. Another point which is expected to be settled at the final conferences is the matter of fees for operators. The operators are in favor of the payment of commissions for handling the vessels instead of on a profit-sharing basis. It is understood that no strong opposition will be made to this request for a change in the operating agreement.

During the passage of the German steamship "Lucie Woerman" through the Panama Canal on September 6, on the way from Hamburg to Chile with some 688 seamen to man German sailing vessels which are to be returned to Europe under terms established by the Reparations Commission of the Allies, a number of the seamen slipped overboard and swam ashore with the intention of deserting. They began going overboard in the Gatun Lake section, approximately opposite Frijoles, and continued through Gaillard Cut. As soon as the matter was reported a police launch ran alongside the ship and prevented further desertions, while a call was sent out for the apprehension of all that came to land. Up to the time of the clearing of the "Lucie Woerman" from Balboa in the afternoon of September 7, 61 had been returned aboard, and 5, taken later, are now held by the police. The master of the vessel was unable to say how many had gone overboard or even to state exactly how many had shipped on the vessel, as he had found a number of stowaways and in the mutinous condition of the men had not been able to secure a check on their number.

To hasten the expected action of President Wilson to order the transfer of the coast guard to the Navy Department, the Pacific-American Steamship Association, representing twenty-four companies, has telegraphed an appeal urging the President not to defer action pending the passage of legislation for the transfer. At present there is not a single cruising cutter between Cape Flattery and the Mexican border, it was said. The telegram sent to the President follows: "The United States coast guard is unable to render adequate assistance to the American merchant marine, which has increased from its pre-war status of 2,000,000 to over 10,000,000 tons. The coast guard facilities for rendering assistance at sea, instead of being increased, have steadily decreased during this period. Of the thirty-six vessels listed as cruising cutters in the latest coast guard register only a very small percentage is able to render assistance at sea in heavy weather. Five of the vessels listed as cruising cutters are not yet built. On the other hand, the Navy is at all points ready and equipped with an ample number of the finest class of vessels for this purpose that can be designed and which can be put in service immediately at no expense to the Government. The season of winter gales is rapidly approaching and only the President can effect the transfer of the coast guard to the Navy Department in time to meet the present grave emergency. To defer this action pending the passage of any form of relief legislation would needlessly jeopardize human life and property. It is inconceivable if the present emergency is thoroughly understood that the Government would leave its enormous merchant marine, manned by over 100,000 officers and men, with practically no protection."

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

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(Continued on Page 11)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 6, 1920.

TOWARD THE GOAL.

The trade-union movement based upon constructive ideas is the logical solution for industrial injustice, and as the trade-union movement becomes stronger and stronger, industrial and social injustice is being gradually, but surely, eliminated in America.

The consistent and insistent efforts of the American Federation of Labor during the past third of a century bears out the contention that "constant dripping will wear the hardest rock away." We very much doubt that the most sanguine unionist of thirty years ago ever dreamed that organized labor would occupy the high place in our social structure which it does to-day.

The plans and efforts of the men who founded the American Federation of Labor are bearing fruit, and truly "they builded better than they knew." Yet, despite the proven results of steady progress, we have with us to-day the "short route artist," the direct actionist, who closes his eyes to reason and wants to plunge blindly forward and take the rank and file of the workers with him. He has no idea of the path to be followed, of the pitfalls and precipices on the way—his goal lies straight ahead, and regardless of the insurmountability of the obstacles he must plunge through.

Of the wrecks which must occur in following this idea he takes no heed. So long as he is the central figure in the play the cost and sacrifices amount to naught.

At times he is successful in gathering a following, but in short time the road becomes too rough and he skids on a dangerous curve and the whole outfit finds itself in a muddled condition at the foot of a precipice, and it generally takes a long time to get itself straightened out again. To those who have followed a trail through the woods the simile is easily understood. The blaze marks on the trees lead one safely over the roughest country. The trail may be one-third longer than the distance by air route—here turning out to avoid a swamp, there making a slight detour around a rock or tree, but always leading to the point of destination.

Thus it is with the American Federation of Labor, the greatest trail-blazer of modern times. The followers of this creed, who have traveled the trail of progrss, can see plainly the labor necessary to build this trail. Here a stump or rock, which barred traffic, has been removed; there a mighty tree has been felled; or again a quick-sand has been bridged, and the path, though winding and devious at times, is safe to travel and ultimately leads to the haven of realization.

To the workers who think for themselves there can be but one safe trail of unionism, blazed and cleared by the American Federation of Labor. This trail, while admittedly slow at times, insures the worker against stubbed toes, bruised shins and battered brains. Moreover, it is the one tried and tested road toward industrial justice.

POINTED COMMENT.

Commenting on the recent Genoa conference, held under the auspices of the League of Nations, Tom Chambers, Treasurer of the National Sailors and Firemen's Union, says:

Decisions of conferences like the Genoa conference are open to a certain amount of criticism owing to their peculiar constitution. For any proposal to become a convention it is necessary that it should secure on a vote a majority of two-thirds of those present. Concerted opposition by the government representatives can always secure the defeat of any draft convention, as while the employers and workers have only one delegate from each country, each government has two delegates. It will thus be seen that not even the united efforts of employers and employed could carry a proposal in face of government opposition. What, then, are the chances of the workers carrying a proposal when, as often happens, they find both the employers and the government against them? However well-meaning were those who drafted the regulations governing international conferences under the auspices of the International Labor Office and League of Nations, it is to be feared that not much in the way of real progress can be expected from such conferences.

Our good friend Tom is not in the habit of writing undigested stuff. So when Tom expresses the fear that not much of real progress can be expected from conferences functioning under the League of Nations he has reached that conclusion only after mature deliberation.

Senator La Follette, in his masterful analysis of the labor sections in the peace treaty, made it clear that instead of furthering progress the very opposite results are likely to be obtained. And that is the principal reason why the International Seamen's Union of America has declined to join in organized labor's endorsement of the League of Nations.

Figures compiled by the Bureau of Navigation show that more than half of the seamen on American ships are citizens of this country. The total number of seamen in the American merchant marine is given as 334,140, of which 137,016 are native-born Americans and 31,777 naturalized citizens of the United States. Other nationalities represented are: British, 30,609; Spanish, 29,784; Swedish, 11,905; Norwegian, 11,585; Russian, 9442; Danish, 6827; Portuguese, 6031; Italian, 3463; Filipino, 1646; Chinese, 1625; German, 1568; Japanese, 1276; French, 948; Austrian, 664; other nations, 41,974.

Looks like the Shipping Board may yet have to sell most of its wooden ships for junk.

CANADIAN SHIPBUILDING

Shipbuilding is one of the oldest of Canada's industries. It flourished particularly in the days of wooden ships. In 1863, for instance, Canadian shipyards built and sold to the United States wooden ships valued at $9,000,000. Considering the purchasing power of the dollar in those days, that was quite an achievement for a country having less than three and a half million inhabitants.

The industry declined when iron and steel were substituted for wood in the construction of ships. The decline persisted right up to the outbreak of the world war. Since then there has been a remarkable revival of the industry, until now Canada ranks as the third shipbuilding nation of the world in the number of ships turned out, and fourth in point of tonnage.

Figures for 1918-19 show that $60,000,000 was invested in the industry. The number of plants was 204, of which 90 were shipbuilding and 114 boatbuilding. Nineteen plants were turning out steel vessels of a tonnage ranging all the way up to 10,000 deadweight tons. Of the total number of plants 72 were located in Nova Scotia, 69 in Ontario, 26 in British Columbia, 23 in Quebec, 6 in New Brunswick, 4 in Manitoba, 2 in Prince Edward Island, and 2 in Alberta. The number of men employed was 22,486, and their wages amounted to $27,148,628.

In the fiscal year 1918-19 Canada built 148 ships aggregating 225,264 tons. It was this record which, as already noted, placed her third among the nations in the number of ships turned out, and fourth in point of tonnage.

Since 1914 Canadian shipyards have built for other countries vessels valued at $50,000,000. Most of this output was for Great Britain and France. Other buyers were Belgium, Norway, Sweden, Italy and Russia. In addition, home demands have been met. These include 150,000 tons of shipping for the Dominion Government, with 200,000 tons now under way as part of the Government program.

Nearly all the engines for the Canadian merchant marine have been made in Canada. Steel ship plates are also being extensively manufactured at home, the Dominion Government figuring as the chief customer in that line. The leading plate mill is located at Sydney, N. S.

THE PANAMA CANAL

The average citizen is by this time more or less familiar with the fact that the operation of the Panama Canal has from the very beginning been carried on at a financial loss to its builder and business manager, the United States Government. While the annual deficits shown have been trifling compared with the great value of the canal as a promoter of world commerce, they have made handy targets for shafts of criticism thrown by opponents of Government operation of public utilities.

But, as the old saw has it, it's a long lane that has no turning. The Panama Canal has at last given evidence of soon becoming a financially paying proposition. According to the Washington Post, the canal, during the last fiscal year,

earned a surplus over expenses of more than $2,000,000. The number of merchant vessels passing through the "big ditch" in the course of the year was nearly 2500, and the income totaled more than $8,000,000. In addition, numerous naval units passed from ocean to ocean, their handling considerably increasing the general cost of operation.

These figures constitute new records for the great waterway. The number of vessels passing through the canal during the year was the largest since its opening. The income was larger in its gross total than in any previous year, and the net earnings were, of course, something entirely new. To be sure, the accumulated deficit in operating costs still amounts to some $4,000,000. But, with increases in revenue based on last year's earnings, in two or three years at most the Panama Canal will begin to pay interest on the original cost of its construction.

A FRATERNAL ARRANGEMENT

While the selfish intriguing of politicians and near statesmen in high places is keeping the world from getting back to its pre-war moorings, the Russian and Italian workers are setting the workers of other nations an example of practical Christianity which, if generally followed, would soon lead to permanent "peace on earth, good will toward men."

According to press dispatches, the Russian Soviet government and the Italian Institute of Co-operators have entered into an agreement to trade with each other, supplying such necessities as are most urgently needed at the moment. It is significant as showing the straits to which Russia has been reduced by the Allied blockade, that the first shipment from the Italian co-operators will be four steamers loaded with medicaments. Even more significant is the fact that the steamers will be supplied by the Seamen's Union of Italy, and that they are to be used exclusively for delivery of supplies to Russia. The plan is to establish a regular fortnightly steamship service between Odessa and Naples. And, wonderful to relate in this materialistic age, the element of financial gain will be strictly excluded from the undertaking.

In addition to the medicaments, the Italian co-operators will deliver surgical instruments, telegraph and telephone materials, agricultural implements, locomotives, tools of various kinds, etc. The Russians on their side, so it is reported, have already dispatched to Italy 6,000,000 poods of breadstuffs, with more to follow. As a Russian pood is equal to 36 English pounds avoirdupois, it is tolerably certain that the Russians are not nearly so hard up for food as we have been led to believe by the newspapers.

The Italian Institute of Co-operators also proposes to open branches in Odessa, Moscow and Reval. As the need for them arises other branches will be established. The greatest enthusiasm over the project is said to prevail among the workers of both nations.

As we see in the rainbow the harbinger of fine weather, so labor may see the glories of its future through its tears.

LABOR CONDITIONS IN RUSSIA

Report of British Labor Delegation Sent to Investigate Conditions in Soviet Russia.

The British Labor Delegation to Russia was sent out by the Labor Party and the Trades Union Congress, acting on a resolution passed by a special Trades Union Congress on December 10, 1919. This resolution demanded: "The right to an independent and impartial inquiry into the industrial, political, and economic conditions in Russia."

The delegation consisted of nine persons—seven men and two women—and they were accompanied by two delegates (men) from the British Independent Labor Party. Correspondents of newspapers were also with the party, but did not accompany them in all of their investigations.

The report made by this delegation is dated July, 1920. It is too lengthy for publication in full. But the part dealing with "Labor" as well as the summary under the caption "Conclusion" is printed herewith:

Labor.

All matters directly affecting labor are the concern of the Commissariat of Labor, which is governed by a Commissar and a board of two others, all of whom are nominated by the Central Executive Committee of the Trade Unions and appointed by the Council of People's Commissars.* There are about 500 local departments in different districts and governments. The departments of the Commissariat are: (1) Registration and Distribution of Labor; (2) Fixing of Rates of Wages; (3) Protection of Labor; (4) Statistics; (5) Museum of Labor; with subsidiary departments dealing with finance, organization, and internal arrangement of the Commissariat.

Labor exchanges, of which there are 420 with 260 branches, are now part of the labor department of the state, and they distribute labor for all purposes. Wages and hours of labor are fixed in accordance with the economic conditions of the country, and in practice this is done by the Central Executive Committee of the Trade Unions. During the war it has been necessary to allow the employment of children and young persons; but it is hoped to withdraw all persons up to 16 years of age from industry at an early date. Overtime is encouraged in factories and workshops, and double employment is undertaken. Children of 16 are not allowed to work more than six hours a day. All hours over eight are paid as overtime, and the workshop votes on the number of hours to be worked overtime. Women work the same hours as men, but for eight weeks before and eight weeks after confinement they are excused from work and receive full pay.

An average wage for a normal month's work varies from 1200 to 4500 rubles according to skill. Those out of work receive the total unskilled wages, whether they are skilled or unskilled, plus dinners and ration card entitling them to purchase goods at fixed prices. Those unemployed must accept suitable work if offered, under penalty of forfeiting their pay. Specialists and technicians receive very much higher rates of pay. At the present time there can be very little unemployment in Russia, although exact figures are lacking. The difficulty is to prevent men leaving the factories and workshops and going to the country. Membership of trade unions is compulsory, and embraces all persons without exception engaged in an industry or institution. A trade union in a factory includes technical staff, clerks, engineers, skilled and unskilled workers. A trade union in a hospital includes orderlies, charwomen, stokers, dispensers, nurses, clerks, and doctors. Labor is also compulsory for all able-bodied men and women of eighteen years and over up to fifty.

The difficulties of the situation were seen by the delegation in the ragged and half-starved condition of the workers at Sormova and Putilov works. They were drawn forcible attention to by a worker from the Kolomna works, who stated that desertions from the works were frequent, and that deserters were arrested by soldiers and brought from the villages. The workers at Kolomna were stated to receive about 4000 rubles a month or 48,000 a year, while the living of an ordinary peasant reckoned at ordinary market prices was valued at three and a half million rubles a year. Also, the peasants are willing to employ men at much higher money wages than they can get in the factories and workshops, plus a plentiful supply of food, which the town worker does not get.

M. Karl Radek, secretary of the Third International, says to the workers: "No surprise is entertained at your having fled to the villages to escape starvation, but the entire country is domed to ruin and famine unless you return to town."

The direction in which interesting developments of trade union activity may occur is seen in the account of the visit paid to Chatura Electricity Works, where peat is used as a source of power. Here the workers, who are peasants, and who work only two and a half

* Interview with M. Schmidt, Commissar for Labor.

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Oct. 4, 1920.

Regular weekly meeting came to order at 7 p. m., Andrew Furuseth presiding. Secretary reported shipping medium, with large number of members ashore. The Quarterly Finance Committee reported found Union's accounts correct for the past three months.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

Vancouver, B. C., Sept. 27, 1920.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Sept. 27, 1920.
Shipping medium; prospects uncertain.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Sept. 27, 1920.
Shipping dull.
P. B. GILL, Agent.
84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Sept. 27, 1920.
Shipping medium; prospects uncertain.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Sept. 27, 1920.
Shipping medium; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Sept. 27, 1920.
Shipping fair; members scarce.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Sept. 20, 1920.
Shipping and prospects poor.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Sept. 30, 1920.

The regular weekly meeting was called to order at 7 p. m. Eugene Burke in the chair. Secretary reported shipping improving. It was decided to establish an agency in Portland, Ore. The report of the Quarterly Finance Committee finding books, stub bills, cash on hand and in bank correct was read and adopted. Shipping improving.

EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Sept. 23, 1920.
Shipping medium; second cooks scarce.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock. Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Sept. 23, 1920.
Shipping medium; no quorum; shipping good; few members ashore.
JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

James J. Harvey, No. 3057, a native of Maine, age 67. Died at sea on board the S. S. "Osaqumsick," September 17, 1920.

Putting into Noumea September 30, the barkentine "Ecola" is reported leaking, in a cablegram received by the marine department of the Chamber of Commerce. The "Ecola" was bound for Sydney from Astoria, and until she was disabled had made excellent time from the Pacific port, having sailed across in fifty-three days to the New Caledonia port. The "Ecola" was formerly a Shipping Board steamer, but was converted into a windjammer.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

THE MAN JACK.

In a recent issue of The Independent, N. Y., Admiral W. S. Benson, Chairman of the United States Shipping Board, presents an interesting discussion of the present condition and needs of the American Merchant Marine in active competition for the world's carrying trade, and hopes and prospects for its future and further development and permanent success under existing commercial and legal exactions and international trade rivalries.

We all admire the energetic and dignified old Admiral, as all loyal American seamen should, but since he, admittedly, regards all sea service from the viewpoint and bias of an old and conservative naval officer, we cannot always accept his personal conceptions of maritime excellence as conclusive or binding upon ourselves.

In the course of his article Admiral Benson says: "One of our basic needs is more of the right kind of youths trained for the sea who will enter our service at the bottom rung with the hope, ambition and power ultimately to own the ship." Right here is a good place to knock off reading and begin to proceed.

At this particular point in his discourse our admirable defender and expounder of modern maritime methods seems to have become more enthused by patriotic zeal than inspired by practical sense. He appears to be thinking backwards, forgetting that visions of past successes in the American Merchant Marine have no application whatsoever to the practical theories of today. All ideas of individual success, and preeminence in the Merchant Marine have been long since dispelled by corporate ownership and operation under the new regime.

In the good old days, when hearts of oak so loved an oaken keel, when the spice traders of Newburyport, the South Sea traders of Boston, when the venders of cheap calico and Salem witchcraft corrupted the natives of Old Calabar and gave them rum for ivory, and glass beads for gold nuggets, when the New Bedford whalers could be trailed by the grease in their wake, and located by the stench from their try kettles, oh, yes, sir Admiral, in those palmy and historic days, an American youth of the right stamp, more especially if he belonged to the right family and professed the family creed, might possibly rise to the rank and estate of master, owner and merchant in his own ship, and conduct his own enterprises and over-sea ventures on an individual basis.

But those were the days of sparsely-settled country, when the vast interior of the United States was, practically speaking, a *terra incognita*, when our amazing internal resources were not even dreamt of, and all eyes along our extensive coast lines were turned seaward instead of landward.

In those days, too, many masters were monsters, many merchants were madmen, and the church spires of New England were tarnished with gold.

All seamen were slaves sold in the nearest places of arrogant commercialism; shipping articles were pretense, and the marine hell-ship was the "real" article, the bloody belaying pin his prime minister, and the power to imprison was secretary of state.

Yes, it must be admitted that in those historic times the fellow who proceeded to sea on the "me first" motto, with the physical force to demonstrate his opinions to all before him, and the influence, moral or immoral, to back them up behind him, had a chance to succeed and some day own his ship—and her crew as well.

But the God-fearing sailor of obscure degree, who entered the service knowing nothing but his duty and his prayers, always found that the residue and remainder of his earnings, laboriously counted into his calloused palm at the end of a two or three years' voyage, would not suffice to buy a kedge anchor.

The youth who enters the merchant marine today has no more hope or expectation of ultimately owning his ship than a brakeman has of owning the train on which he rides.

The youth or young man entering the sea service to-day is not obsessed by any such fallacious notions of personal ownership. If he is at all sincere in his efforts to succeed in his chosen profession, his first ambition will be to reach the bridge by the shortest possible route, and there, if he succeeds in securing a hand-hold, to work himself up to the top of his profession by sheer merit, industry, loyalty and force of character.

We are living in the era of great enterprises and miraculous discoveries. The days of corporate ownership, co-operative management and collective bargaining are here, as far as the American merchant marine is concerned.

The only seamen now capable of owning or operating ships independently and outright are the organized seamen acting collectively as a corporation. They alone of all national organizations, financial or corporate, have the power to do this; for they alone possess the skill, the numbers, the knowledge, the training and the power in every department of sea service contained within themselves, and within their own ranks to make a ship go, to keep her continuously at sea and bring her safely to port without employing outside help.

But a sailor in the merchant marine, hoping to own his own ship, is like a baby crying for the moon, with the same result—the baby is still here and the moon forever there.

In his next paragraph Admiral Benson calls attention to the records of the Sea Placement Bureau, to which he alludes as "most encouraging," as showing that six out of every ten men entering the service in Shipping Board ships during the last six months have been "American citizens."

"And this percentage," he avers, "is growing higher every week."

"In 1917," continues the Admiral, "only 10 per cent. of the men below the grade of officers placed on our ships by our New York office, were Americans. During the last six months the average has been 55.7 per cent." An encouraging showing indeed.

Very good so far, but now let us quote one more sentence from Admiral Benson's statement just to get the drift of his argument.

"It was necessary during the war," he continues, "to give wide employment in the merchant marine to the nationals of the countries allied with the United States. *Most valuable service was rendered by these men and theirs was a great contribution toward the winning of the war.* But now the time has come to replace these men with Americans."

Yes, Sir Admiral! And for fifty years prior to the outbreak of the European conflict foreign seamen of all nationalities had been serving continuously in both the merchant marine and navy of the United States, and they, all of them, at all times and under all circumstances and conditions, rendered loyal and unselfish service to the country under the American flag.

When the conditions in the American merchant marine had become so vile and unbearably cruel and degrading that all Americans fled from it, and American parents would rather see their sons go to prison than to sea, the trained seamen of foreign nations still continued to sail in American ships, in spite of evil and tyrannical treatment, through good report and bad, and continued:

> To carry aloft the Stars and Stripes,
> Against old England's boast,
> Paul Jones, the terror of the sea,
> Will fly them on her coast.

We think it comes with an ill grace; we regard it as an act of basest ingratitude when a dignified and influential Admiral, representing both the naval and maritime opinions of the mightiest and most prosperous power on earth, deliberately proposes to discard and disregard the rights and interests of a body of seamen who, through peace and war, have upheld the power and dignity, and defended the safety and supremacy of the United States of America for more than half a century at the surrender of their liberties, their personal welfare, their happiness and their lives, simply because they did not happen to be born within the United States.

What honest argument can be advanced in favor of such a course?

These seamen having proven their faith in our country, and their loyalty and devotion to our flag in times of stress, through storm and wrack, through breach and battle, are they not fully and honorably entitled to all the rights of citizenship?

Remove the foreign trained seamen of American citizenship from the merchant marine to-day and you withdraw the backbone and being of the service.

Neither the training ships nor the recruiting camps have yet produced one real American seaman of native birth, and they never will. Neither will the steamships. Neither will the United States Navy. All these services combined cannot, under present conditions, produce one genuine *Able Seaman.*

The poorest class of seamen being recruited to the merchant marine to-day are those who have previously received naval training. It was ever thus. It was so when the navy was under canvas; it was so in the days of the old steam frigates, when steam power was merely auxiliary

to sail. It is still more so now when every naval operation, from the engine compartments to the galley ranges, from the gun turrets to the ash ejectors, are purely mechanical or mechanically controlled.

Men brought up by machinery never learn to work by hand, and men trained to perform in battalions can never be tied to individual tasks.

It makes a world of difference to the man-o'-warsman whether there are a thousand men on deck working in detachments or relays, or whether there are ten men in the forecastle all required to work individually at any task on the ship. The amount of work, the hard work and the wide variety of duties appall him; he feels ill at ease, away from home, out of his sphere.

In sailing ship days it was precisely the same. A man-o'-war carried enough men to dress ship and man all her yards standing shoulder to shoulder, whereas a merchant ship of the same size or larger did not carry crew enough to man one starboard yard-arm, with immensely more work to do.

If all the young men in the merchant marine were to be closely questioned, as we have often questioned some, it would be learned from their replies, as is constantly shown by their actions and conduct on board, that a great many of them have no sincere purpose to serve in entering the merchant marine.

Some admit that they are only cruising around to see the world; others confess that they are there to escape hard work ashore and have a good time; some are going abroad just to escape prohibition and get somewhere where the land is "wet"; many are there to collect high wages for work they don't know how to do, and many are there just as a passing necessity to keep off the beach and out of jail. Upon such evasive and dishonest pretexts no competent merchant marine personnel can ever be built up.

In justice to the patriotism of the large number of honest, stalwart young men constantly seeking in good faith to qualify for admission and enrollment in the merchant marine, there should be held on board every training ship, and in every camp or shore station where apprentices are being prepared to enter the merchant marine, periodical elimination contests, both oral and practical, in which all competitors should be required to show, or demonstrate both sincerity and ability in their desire to enter the merchant marine.

The real school, the true and only school of actual and practical training in the arts and operations of effective seamanship, is the square-rigged sailing ship engaged in national service and international traffic. There, and there only, can seamen acquire in actual service and intensive training the practical knowledge and develop the inward sea-sense that will enable them to grapple with all emergencies, overcome all obstacles and perform seeming impossibilities in contending with the elements for the safety of lives and valuable property committed to their charge.

And until the Government of the United States becomes sufficiently enlightened to create and put into commercial operation for the practical education and training, and case hardening of our bridge and subordinate officers as well, we will never have a really efficient personnel, nor achieve the maximum of safety and loyalty in our new merchant marine.

Admiral Benson tells us that he has served altogether nearly 45 years in the U. S. Navy. We have served just about the same length of time in the merchant marine, having entered the service at Boston on February 28, 1876. In that time we have served in everything, from a jolly-boat to a full-rigged ship, from a Chinese junk to an ocean liner, and from a menhaden fisherman to a New Bedford whaler. We speak therefore from experience, if not with authority.

We cannot concur in the opinion that a naval man, whatever his rank, is the one best qualified to discuss the requirements of the merchant marine.

We regard it as a most unfortunate circumstance that Admiral Benson should have taken it in hand to write the article to which we have alluded above without first consulting some of his less exalted but more practical-minded admirers among the old shell-backs still kicking about in the merchant marine.

There are many occasions, we believe, when the professional and the practical minds should be closely associated to attain the best results, and this was one of those important times.

And we regard it as little short of a public calamity that the Admiral's article and opinions should have been published in The Independent, because we know of no other periodical wherein its dissemination could possibly accomplish so much harm.

Admiral Benson's article is, unintentionally, but nevertheless gravely, misleading, and owing to his rank, his public standing and popularity, as well as his authoritative position in maritime affairs, his statements will be accepted like gospel by a public that loves to be cajoled, and by thousands of young recruits in the merchant marine who just fatten on flattery laid on thick.

And The Independent, a high grade and highly reputable educational magazine, will carry and disseminate among hundreds of thousands of eager and confiding pupils studying at high schools throughout the United States the authoritative information that half-trained or untrained youths are good enough for the new merchant marine; that merchant marine needs can be judged by naval experience; that genuine seafaring men of the seven seas who have served our country nobly and fearlessly, in peace and in war, for fifty or sixty years during untalked-of periods when our own nationals refused to serve, are soon to be dropped from the rolls, because by the laws of Nature they did not happen to be born in the United States.

This is certainly an unfortunate combination of events; but if it must be done, then let us make a good wholesale job of it, that we may not be charged by spectator nations with unfair discrimination.

Let us drop Christopher Columbus, Amerigo Vespucci, Thaddeus Kosciusko, the Marquis de Lafayette, Count Rochambeau, John Paul Jones, General Franz Siegel, John Erickson, and all the rest of the brilliant galaxy of American patriots of foreign birth from the rolls of American history, from the scrolls of American honor, and from the sacred memories of the past that cluster round the immortal dead.

JAMES H. WILLIAMS.

Don't think because the war in Europe is over that the fight for human rights is over; the chances are that that fight will never be over as long as you and I are on this little earth.

If Abraham Lincoln were alive to-day he would probably say: "Thank God, we have a labor movement that can sustain a strike until it accomplishes something."

SEAMEN'S COMPENSATION LAWS

(Continued from page 2)

Commission having power to apply either the State or Federal compensation law as the facts may appear, this confusion is avoided. There is no possibility of the claim being outlawed or claimant told to commence his suit over again in a different court, and the worst that can happen, if the decision of the board or commission be reversed, is that the case will be sent back to the same body to apply the other law upon the testimony already taken.

Interim Modes of Relief.

When the decision was announced in the Knickerbocker Ice Company case, various California stevedoring concerns immediately took up with our Commission, and with their insurance carriers, the matter of continuing under the State workmen's compensation act, the Supreme Court of the United States to the contrary notwithstanding. They took the position that experience for some years under the State compensation act showed that such act was more beneficial to the employer than liability under the maritime law, and they desired some way by which they could continue to receive immunity from suits in admiralty. The employes also intimated that they would be very much dissatisfied unless their employers continued to allow them workmen's compensation protection, and further intimated that labor disturbances might arise unless compensation protection be given them. It was, therefore, put squarely up to certain insurance companies whether they would continue to receive the premiums offered by the employers as theretofore and to pay losses under the compensation act as losses should occur.

Some of the steamship owners also took this view, especially after the Jones act had been called to their attention, which placed them under the same obligation as that owed by railroads to their employes in interstate commerce.

As a result of this pressure, a tentative agreement has been worked out to last until the passage of the proposed Federal act, whereby insurance carriers will continue to receive premiums upon their compensation policies as heretofore, and will pay losses upon the scale of benefits provided by the compensation act. In the event of disagreement as to the application of the compensation act, the California Industrial Accident Commission is to be made the arbitrator of the claim. In return for this arrangement the injured man is to be requested to, and doubtless will, in most cases, sign a release of all rights in admiralty in return for the written agreement of the insurance company to pay him such sums for his injury as he would be entitled to receive under the compensation act, if applicable. At the present time, this arrangement is working nicely and everybody seems satisfied.

In addition, a few employers now sign contracts with their men at the time the men enter their employment, in advance of any injury, agreeing that if the man shall be injured while at work he shall be paid for such injuries the sum of money to which he would be entitled to receive under the workmen's compensation act, if applicable, the men for their part agreeing to accept such payments in lieu of all right of action under the admiralty law. The validity of the latter agreement, entered into in advance of any accident, is open to some doubt as a matter of law. The making of such agreement after the accident, however, appears unobjectionable. With these two methods a modus vivendi has been reached whereby employers and employes are both satisfied and the State workmen's compensation act is practically in effect by agreement to the satisfaction of all parties. Of course, this is largely a gentlemen's agreement, and some departure may be expected from it as time goes by, but probably not to a sufficient extent to warrant repudiation of this understanding between employers and employes.

This, of course, is only a temporary arrangement, and we hope an adequate Federal act will soon be enacted which will finally solve all of the present difficulties.

OUR WASHINGTON LETTER

(By Laurence Todd)

Election of Harding as President is to be the signal for a general assault upon the American Federation of Labor by lawmakers, courts, police, constabulary and the press throughout the country, according to predictions confidently made here by men in touch with the big financial and commercial interests.

Wages, they say, are too high.

Prices are coming down—perhaps—and wages must come down if business is to remain profitable under the new regime.

A fragment of evidence of anti-union activity drifts down here from Denver, in the following circular letter:

Office of
The Employers Association of Denver
566 Gas & Electric Bldg.,
Denver, Colo., Sept. 10th, 1920.

To Members:

Realizing the importance of protecting our interests, we would respectfully suggest that you call up the United Americans, room 323 Tabor Opera House Blk., phone Main 2154, if you desire to get the names of candidates who can be safely trusted to combat the efforts of the unions in the next Legislature to repeal the anti-boycott and anti-picketing bill.

This is simply for your information and the suggestion is made to save us from the charge of playing the game of politics. We realize you are thoroughly interested in seeing that we do not lose any of the ground we have gained for the "Open Shop."

The United Americans is a reputable organization which spends much time and money in running down facts that we are all interested in.

Yours very truly,
The Employers Association,
By Herbert George,
President.

In connection with the United Americans, which was formed ostensibly as an anti-Bolshevik league and included many union men, it is worth noting that not merely "Moocher" George of Denver supports it, but so did—quite recently—our old friend Frederick J. Koster, who has tried to make San Francisco and New York believe that he knew how to establish the non-union shop by the slush-fund route. To a recent statement in this correspondence on Koster, one of the patricians of the San Francisco Chamber of Commerce has written a denial, saying that—"He is devoting his time, when absent from this city, in continuation of the work that he hoped would find fruition in the United Americans, in relation to which we had our several meetings a few months ago. He is continuing this work with the group of men with whom he was associated in New York, and also as chairman of the American Ideals Committee of the United States Chamber (of Commerce). To my knowledge Mr. Koster has never engaged in any anti-union fight here or elsewhere as indicated in this article, but has stood consistently for the principle of the right to 'employ union or non-union workers in whole or in part as the parties involved may elect.'"

That ought to hold us. Likewise it ought to brand the United Americans and the American Ideals Committee of the U. S. Chamber of Commerce.

Curiously enough, the bitterness of the organized employers and their political puppets is daily increasing, and centering on the A. F. of L., when the executives of the latter body are in the very act of isolating the labor movement of America from that of the rest of the world on the ground that European and South American labor is too radical.

The October issue of the American Federationist announces, in an article entitled "The European Brainstorm," the refusal of the executive council of the A. F. of L. to join the new International Federation of Trade Unions—the so-called Amsterdam International—and declares the unalterable opposition of the A. F. of L. to a Socialist labor movement. The article, which is lengthy and vigorous in its use of adjectives, is signed by President Gompers and Vice-President Woll.

It sets forth that the Montreal convention adopted the report of the council disapproving the statement issued by the Amsterdam International,—in which the phrase occurred, "Down With the Reaction! Up With Socialism!"—and calling for a May Day demonstration which was in effect a one-day strike for Socialism.

"Since the Montreal convention," says the article, "matters have taken a turn for the worse. The Amsterdam international has issued throughout the world and sent to us for circulation in this country a declaration calling for international revolutionary measures by Labor in aid of the Soviets in their war with Poland.

"The chairman of the British Labor Party (Adamson), claiming to speak for the British trade union labor movement, has sent a cablegram along similar lines, apparently calling for similar action. The contents of these messages are thoroughly revolutionary and obviously animated by a desire to use the most extreme measures for strengthening the hold of Soviet power in Russia and enabling it to extend its influence and to dominate neighboring countries."

Mr. Gompers and Mr. Woll explain that they believe this "wild extremism" is only a temporary thing, and that British and Continental European labor will get over it after a while. They charge "critical conditions now prevailing in Europe," and the use of gold by the Soviet government, with causing this "brainstorm." Soviet money, they say, is "wrung from its bleeding and starving slaves in Russia."

The manifesto sent to the labor movements of all nations by the Amsterdam International on Sept. 8th is an appeal for cooperative effort by all labor organizations to force the stoppage of wars and of the making and moving of war materials

"The organized workers of the world," it says in part, "must from now onwards be prepared to act in accordance with the decisions arrived at by the international conferences at Berne and Amsterdam, and to utilize every available resource in the struggle against all wars. * * *

"Not a train carrying munitions must be worked; not a ship laden with war materials must be allowed to leave harbor; not a single soldier must be transported. * * * The International Federation of Trade Unions declares that the proletariat of all countries can and must act in this manner to protect the workers' efforts in the direction of liberty and social progress; and firm in the conviction that war can only cease by the will of the workers, the International calls upon all national trade union centers to prepare, if necessary, for mass action by means of a general strike.

"The production of war materials must cease in all countries, and in order that disarmament may become an accomplished fact, the International demands that action be taken in all countries to put an end to the manufacture of arms. * * *

"Today our organization must of its own accord, within its own ranks, find the power to preserve the world from terror and annihilation."

To this the heads of the A. F. of L. respond that the Amsterdam manifesto and the similar cablegram sent out by the British Labor Party, at a time when they wanted to help Soviet Russia defeat Poland. They say that these same labor forces condemn the Allied starvation blockade against Soviet Russia, and then themselves "inflicted suffering on the entire population of Hungary" by a blockade. They deny that the world is threatened by terror and anarchy "unless it be from the Soviets." Poland, they declare, "has now perhaps the most democratic government of Europe."

In short, the article takes direct issue, as to facts of current political and working-class history, with the position of the labor movements of Britain, France, Italy, Belgium, Scandinavia, Holland, Switzerland, Czecho-Slovakia and Germany and Austria. It ends up with this declaration:

"It is a source of regret that conditions have been so shaped by those who are now controlling the policies and course of the new International Federation of Trade Unions, that the American Federation of Labor feels constrained to refrain from joining a movement where the independence and autonomy of each national trade union center is not only denied but wherein it is subjected to absolute dominion for purposes wholly foreign to the objects for which the International Federation of Labor should be formed."

In view of the tremendous peaceful revolution going forward in Italy, and the gigantic industrial and political strength which European labor is developing to meet the organized international reaction that is cloaked by the Allied conferences, the effect of the refusal of the American movement to go along any further will be to make European labor still more radical. For it was the big American delegation, voting always against every radical proposal, that encouraged the anti-radical element to keep up its protests against the Left Socialists in the International's sessions. With America out, European labor hastens toward complete affiliation with Moscow.

If gratitude for non-radicalism were to be found in the hearts of American employers, they would cease their preparations for the promised "big offensive" of this winter. But they are merely stupid and vindictive because they are compelled to deal with union representatives. They are like the political gangs that controlled the presidential nominations and

platform committees this year. They will make no compromise with the people.

From the top rail of the fence, that looks like a most dangerous sort of procedure. After all the rank and file can stand only about so much of the iron heel. Then they go into committee of the whole, and devise ways and means of registering their opinions—industrial, political, diplomatic and labor-diplomatic.

LABOR CONDITIONS IN RUSSIA

(Continued from Page 7)

15,000 to 20,000 rubles a month plus a substantial payment in kind of very good rations. One hundred and five people here had handled 70,000,000 poods of peat, while at another works working on the normal system and at normal rates of pay, 283 people had only handled 6,000,000 poods. Another interesting experiment is at Kazan, and is being carried out by members of the building trade union who had been given 2500 acres of land and had undertaken to develop a community; they were working directly under the Supreme Council of National Economy. Eleven hundred and fifty people are employed, and the community has its own communal kitchen, its own schools and library, and creches for the young children. The productive department of the colony are a carpenter's shop, a tin-plate shop, an engine-shop, a flour mill, and a railway with an engine of its own. This community is undoubtedly far more favorably situated than the ordinary workers of Moscow or Petrograd, and their life cannot be compared with the stress and strain of the normal lot. Amongst other advantages, it enjoys that of being in the country and being able to grow its own food. The rations of the community were distinctly good. Work along these community lines appears to be in the line of natural development of the Russian workers' psychology, which, in work, always expressed itself before the revolution in the artel. (A primitive method of co-operation.) Another interesting experiment is that of the Russian-American tool shop, created in Moscow by seventy men deported from the United States, a large number of whom, of course, spoke English, and who had had experience of American organization of industry. The men were working twelve hours a day and had a premium system by which it was possible for a worker to earn 100 to 200 per cent. more than the rate. A special laundry and cook-house was attached to the shop, and all the workers, men and women, got not only dinner but supper.

The communist view of the trade unions is expressed in the report of the interview with M. Schmidt already give, and in "The Trade Unions in Soviet Russia," by A. Losovsky (Moscow, April, 1920). The present defects of organization are recognized, particularly the impossibility of carrying out completely the proposed "system of the state regulation of wages," but it has one very great virtue, "it is the child and creature of the Revolution" (p. 46). It is stated that "there is not a branch of state activity (military, food, sanitary, economic, technical, cultural, etc.) in which the Russian trade unions are not engaged." "Revolutionary activity, whole-hearted loyalty to the cause of the Revolution, the clear and firm position in the struggle with the bourgeoisie, the stern and ruthless hostility to the very idea of the co-operation of classes, the fearless destruction of old relations and fetishes, are things which the Russian trade union may teach the workers of other countries." The critics of the present form of trade union point out the need for "independent class organization" in opposition to the tendency of government policy being framed to suit the preponderant mass of the peasants. Also, that the need of Russia for foreign capital, and "the adaptation of Russian private capital" with the "extreme growth of private small and home industry" creates now "numbers of hired workers standing in need of defense of their interests by the trade unions." Another reason for the maintenance of independent unions is to resist "compulsory" measures and "bureaucratization" by the Soviet authorities, and they must be able "to defend before the Government the interests of the proletariat, independently of the views of the Government itself." The critics look to improvement in wages, reform of the loan system, freedom of election of boards of administration and works committees, and political reforms to secure greater freedom generally.

Conclusion.

Russia is a vast country, potentially rich, but economically in a backward state. Her people consisted, before the Revolution, of peasant owners (the vast majority) a town proletariat, a small bourgeoisie, and a still smaller class of large capitalists, sharply distinguished from the rest of the population. Russian party strife has been marked by its extreme violence. The present leaders are men who have suffered every kind of oppression, and have been accustomed months a year, are paid much higher wages than usual, the money wage amounting to from for years to take their lives in their hands.

With such conditions and such a history, Russia has been plunged into no less than six years of continuous and still continuing warfare. She has been blockaded and her communications with the outside world cut off. She has been invaded by foreign troops on all sides. More important still, the most desperate efforts have been made to foster conspiracy and civil war on her territory.

The economic collapse, and the measures for the restriction of liberty, are due at least as much to these causes, and the general exhaustion, suspicion, and despair which they would have produced in any case, as to the tumults and mutual hatreds to which the Revolution itself has given rise.

Whether, under such conditions, Russia could be governed in a different way—whether, in particular, the ordinary processes of democracy could be expected to work—is a question on which we do not feel ourselves competent to pronounce. All we know is that no practical alternative, except a virtual return to autocracy, has been suggested to us; that a "strong" government is the only type of government which Russia has yet known; that the opponents of the Soviet Government when they were in power in 1917 exercised repression against the Communists.

Such are the conditions and peculiarities, the heated and revolutionary atmosphere, which must be taken into account in any criticism of the Russian Revolution, and still more in any attempt to apply its lessons to other countries.

The Russian Revolution has not had a fair chance. We cannot say whether, in normal conditions, this particular Socialist experiment would have been a success or a failure. The conditions have been such as would have rendered the task of social transformation extraordinary difficult, whoever had attempted it and whatever had been the means adopted. We cannot forget that the responsibility for these conditions resulting from foreign interference rests not upon the revolutionaries of Russia, but upon the capitalist governments of other countries, including our own.

BEN TURNER, the Labor Party, Chairman of Delegation.
MARGARET BONDFIELD, A. A. PURCELL, H. SKINNER, Trades Union Congress.
ETHEL SNOWDEN, TOM SHAW, ROBERT WILLIAMS, the Labor Party.
CHARLES RODEN BUXTON, L. HADEN GUEST, Joint Secretaries.

The report has been submitted to and also indorsed by Mr. R. C. Wallhead and Mr. Clifford Allen, who formed an independent delegation to Russia on behalf of the Independent Labor Party.

WEEKLY NEWS LETTER.

(Continued from Page 3)

ployed children under certain ages. In setting this law aside the Supreme Court held that the act was not a regulation of commerce, but an attempt to regulate conditions of manufacture and that Congress has not jurisdiction in matters reserved to the States.

Judge Cochran accepted this decision, rather than that of Judge Killets and denied the injunction plea on the ground that while the machinists might interfere with production, they were not interfering with interstate commerce, as understood by the United States Supreme Court.

Glaring Inefficiency

Publicists who talk about strike losses when a group of workers demand higher living standards are ignoring the charge of Gifford Pinchot, chief forester of Pennsylvania, that Pennsylvania's forests are denuded and that 5,000,000 acres of idle land costs the people $100,000,000 a year.

In freight charges alone this lack of efficiency is costing Pennsylvania $25,000,000 a year for lumber brought into the State.

"Tree cutting goes on without regrowth of trees," says the forester. "This means forest devastation. It means neglect of our true economic interests that borders on the criminal. For this condition Pennsylvania is to blame—Pennsylvania in its capacity as a commonwealth of intelligent people."

International Seamen's Union of America

(Continued from Page 5)

LAKE DISTRICT

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ASTORIA, Ore.....P. O. Box 138

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Phone Sutter 2205
STOCKTON, Cal.....F. E. McFARLANE, Agent
46 West Main Street

BRITISH COLUMBIA STEWARDS' UNION

FRED WALSH, Secretary
VANCOUVER, B. C.....311 Hastings Street, West
Room 2. Phone Seymour 3976

Labor News

At a municipal election in Fresno, Cal., firemen won the two-platoon system and policemen the eight-hour day by a vote of six to one.

For the first time in its history, Steam Engineers' Union No. 6 has signed contracts with all grain elevators in Kansas City, Mo.

A wholesale co-operative store will be started by the organized coal miners of Kansas and local co-operative societies.

Painters in Newark, N. J., are negotiating a new wage rate of $9 a day. The present rate is $8. New York City pays $10 and the local painters insist that living conditions here justify the increase.

Investigators of the books of the Kansas State Industrial Court, which enforces the Kansas "can't-strike" law, deny that excessive telegraph and telephone charges were caused by the attempt to get freight cars for farmers to move their wheat. One of the main reasons was securing Allen boosters as passengers for the special train to New York when the Governor debated the "can't-strike" law with President Gompers.

The battle of the Marne was only a skirmish compared to the every-day hazard of peace, according to members of the Health and Accident Underwriters' Association. at their meeting in Chicago. It was stated that 105,000 persons are accidentally killed every year. During the war 31,000 Americans were killed in battle, whereas here at home, with no battle going on, 126,000 Americans died of accidents during the same period.

Striking cigarmakers of Tampa, Florida, urge the labor press and all trade unions and individual trade unionists to warn workers in the cigar industry to stay away from that city. For nearly six months 13,000 men and women have resisted attempts of employers and their allies to destroy the cigar makers' unions. The employers have also announced that when they defeat the strikers they must return to work under a lower wage scale, which amounts to a wage reduction of 45 per cent.

The city commissioners of Kansas City, Kans., will apologize to Governor Allen because organized labor carried a banner in its Labor Day parade with this inscription: "To hell with Allen's industrial court law." The city officials are shocked at such absence of drawing room manners by "vulgar" wage earners who object to going to jail when they refuse to accept poor working conditions. To date the city commissioners have not apologized to the trade unionists because of the governor's attempt to re-establish slavery.

The Ohio workmen's compensation law has proved so successful that the actuary of the State Industrial Commission has recommended that a 12 per cent. dividend be declared to employers who are subscribers to the insurance fund. The dividend will approximate $1,350,000 and will be distributed in the form of credits to subscribers. The Ohio compensation law does not permit private insurance liability companies to do business in the State. Employers may provide their own insurance if they desire, but their plan must have the approval of the State Industrial Commission. As a result the Ohio law is generally accepted by employers.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
Andersen, E. A. -1410
Andersen, J. F.
Andersen, C. D. -1131
Baskes, Jack
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Anderson, Gus
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Anderson, H.
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Baumgartel, A.
Backstrom, C.
Barentes, Joe
Ballah, Lee
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Gran, Aksel
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Jacobs, Fulton
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Johnson, J.
Johnson, Harry
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Kearney, Hugh
Kerton, Lester
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Langman, Wm.
Leason, J. A.
Liiquest, Rudolf
Martinsen, Ingvald
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Maline, Stanley
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Pedersen, K. M.
Pettersen, Eric
Pettersen, Kristian
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Richardson, J. W.
Richardson, E. C.
Rod, S.
Ruhr, Hans
Sale, John
Saarni, Frank
Salvesen, T.
Samuelsen, H. N.
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Blomgren, Carl
Boyle, Andrew
Bretsen, Jos.
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Brown, Martin
Braun, T.
Bunden, L. W.
Chekan, W.
Clifford, H. W.
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Hansen, Immanuel
Helmer, Fred
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Hasselberg, Gustaf
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Hahnqvist, E. J.
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Jensen, V. J.
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McCoy, J. L.
McKenzie, Dan.
Miller, S.
Monrad, Trygue
Molurg, K. G. E.
Monroe, N. S.
Mosley, S. E.
Murphy, Thos.
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Smeland, John
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Sohnn, M.
Soroos, S
Sobel, R
Sterndoch, J
Strand, C.
Stuhr, H. M
Svenson, Thure
Sverdrup, Walter
Sjoberg, G.
Slandart, M.
Taice, John
Tangvalt, G. J.
Thornquist, A.
Unwen, Harry
Verst, C. A.
Ward, Fred
Watson, L.
Wall, W.
Wnete, R. E.
Williams, L. A.
Wilhelmsen, S. J.
Symons, W. A.
Thorn, Arvid
Thor, L.
Thorpe, J. W.
Vilen, I.
Vaher, C.
Wilhelmsen, S.
Wilson, C.
Wright, H.
White, R. E.
Ylonen, S.
Yorkveit, A.

Aberdeen, Wash , Letter List

Anderson, Fred
Anderson, John (registered)
Anderson, E. F. (registered)
Anderson, James
Anderson, Andrew
Brandt, H.
Berke, C.
Barton, M.
Brun, Mattias
Bedford, A.
Bradsbery, Geo.
Carlson, Oscar
Forsman, Niels
Hansen, Johan G.
Hansen, H. O.
Hanson, Halvor
Halvorsen, Halvor
Halvorsen, Hans
Janson, John
Johanesen, Alf.
Johnson, Karl
Johannesen, Jonas
Johanson, Emil
Jorgensen, Jack
Kepper, Henry
Kinnunnen, Ant.
Olsen, Alf
Petersen, Hans
Roneld, P.
Randmets, Mike
Risenius, Sven
Saro, W. R.
Smith, Carl Johan
Toren, Gustaf
Tourela, Erick
Vejvorda, Frank
Wattel, P.

SAN FRANCISCO
Alaska Fishermen's Letter List

Anderson, Oscar
Bakinen, John
Bjorseth, Konrad
Bodehl, Hans
Carlson Gust
De Blom, A.
Ericson, Rob.
Erickson, John
Eisen, Peter
Groth, J.
Gustavson, Emil
Hansen, Emanuel
Hansen, Anton
Johansen, F. C.
Johanson, Fritz
Jacobson, Emil
Kjerdalen, Ole
Kristoffersen, H. O.
Levele, Ed.
Larsen, Theodore
Leonard Heber
Lindroos, Oscar
Lauren, William
McNeil, Daniel Ross
Monson, Jacob
McVeiar
McDonald, J. B.
Mikelsen, P.
Nesbi, Frank
Newton, A. B.
Osterman, John
Olsen, Thom
Olsen, John
Ome, Tobias
Olander, Erik
Risse, W. M.
Rasmusen, Peter
Swanson, Oscar
Smith, R.
Skovba, Nils
Shivers, Wibt
Swanson, August
Schultz, Walter
Tennison, Peter
Walgren, Hilmer
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Granzzi, Boraline
Meyer, Hans
Mittenmeyer, J.
Rassmussen, T.

Tacoma Letter List.

Dominguez, Joseph
Gronlund, Oscar
Johnson, John
Kuhlmann, Emil
Mattson, Walter
Melgail, Mikel
Person, Fritz,
Leonard
Rainhard. H.
Reilly, Ralph
Rydelius, Rolp
Shumko, Nick
Smith, John
Smith, Carl, Johan
Svanson, Harold
Swanson, H. -1216
Thaysen, Arthur
Thompson, T.

INFORMATION WANTED.

Members of the crew of the S. S. "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members, and the respective amounts due thereon is as follows:

Amudsen, R. $22.50
Mattson, Geo. J..... 22.50

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Members of the crew of the "West Katan," whose claims for salvage services rendered to the S. S. "Flavel" is being handled by the undersigned. It has just come to my attention that the Shipping Board have asked you to sign vouchers in settlement of the salvage claim. I was offered one-half-month's wages which was refused. It appears that they are endeavoring to get you men to settle directly. I advise that none of you accept this as it is grossly inadequate. At least you have no right to accept any settlement without consulting me. Silas B. Axtell, Attorney for Seamen, 9 State Street, New York City. 10-6-20

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INFORMATION WANTED.

The following named members of the crew of the S. S. "Kenebec," who helped salve the schooner "Thomas L. Wand" on November 19, 1919, have vouchers ready to be distributed at our office:

Demetre Sakelaris, $46.80; Carl Puka, $50.72. Isidro Flores, $50.55; Janes Franco, $50.55; Daniel Rodrigues, $50.55; Rafael Corrillo, $50.55; Dimity Sacelarius, $50.55; Siegor Sorensen, $50.55. Levy & Levy, Lawyers, Trust Bldg., Galveston, Texas. 10-6-20

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912,

Of The Seamen's Journal, published weekly at San Francisco, Cal., for October 1, 1920.

State of California,
County of San Francisco—ss.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared S. A. Silver, who, having been duly sworn according to law, deposes and says that he is the Business Manager of The Seamen's Journal, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Name of Postoffice address—

Publisher, Sailors' Union of the Pacific, San Francisco, Cal.
Editor, Paul Scharrenberg, San Francisco, Cal.
Managing Editor, Paul Scharrenberg, San Francisco, Cal.
Business Manager, S. A. Silver, San Francisco, Cal.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent. or more of the total amount of stock.)

Sailors' Union of the Pacific, San Francisco; not a corporation. Principal officers of the Sailors' Union: Andrew Furuseth, Secretary, San Francisco; Ed. Rosenberg, Assistant Secretary, San Francisco.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)

None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

S. A. SILVER, Business Manager.

Sworn to and subscribed before me this 28th day of September, 1920.

(Seal) MARGUERITA S. BRUNER.
(My commission expires Jan. 8, 1922.)

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Rueter, Aman	Swanson, Mr.
Raaum, Harry	Scottel, Andrew
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Runge, R.	Swanson, Erick K.
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V.	Woods, Claude
Schultz, W.	Wich, Ole
Treiberg Peter	Wrig, P.
Thal, R.	Werne, John
Torsman, Niels	Young, William
Thompson, James	Yeoman, W. E.
Veckenstedt, Wm.	Zoerb, Walter
Vitol, Alex.	Zimmerman, Fritz
Voth, Gus	Zunderer, Theo.
Wilson, John	

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INFORMATION WANTED

Olaf Nyhagen, a native of Bergen, age 36, is inquired for by his mother, Mrs. Dina Nyhagen, Bergen, Norway. 4-28-20

Home News

It is estimated that the next census will show that about one-tenth of the people of the United States live in the cities of New York, Chicago and Philadelphia, while more than one-quarter live in 68 cities having a population of 100,000 or more.

Lumber prices have risen out of proportion to increased costs of production and distribution, says the United States Forestry Service. This government bureau finds that "recent high prices of lumber, news print, turpentine and other forest products have seriously affected many industries and in various ways have imposed formidable burdens on the public."

Immigration is increasing by leaps and bounds and government officials predict that all pre-war records will be broken during 1920. It is stated that the rush is so great in New York that immigration officials are swamped. As is usual the arrivals are seeking the eastern industrial centers. Less than 25 per cent. of the August arrivals went far from the Atlantic coast. This condition is increasing housing perplexities in New York, Philadelphia and other east coast cities.

Corporations are being forced to disgorge additional federal taxes at the rate of $25,000,000 a month, according to officials of the Internal Revenue bureau. This amount represents revenue due the Government in the shape of excess and war profits taxes which the corporations failed to acknowledge in their original statements. It is fair to assume that officers of these corporations are among those who continually advise labor on the necessity for strict observance of law.

In the first test vote in the country on the league of nations, the Wilson covenant has been emphatically condemned. The Republicans of New Hampshire have renominated Senator George M. Moses, an "irreconciliable," who voted consistently against the covenant either with or without reesrvations. He won by the remarkable majority of 12,000 in a total vote of 45,000 over Huntley L. Spaulding, a former Hoover aid, who advocated the league with the Lodge reservations.

Wheat from last year's crop carried over into 1920 totaled 109,318,000 bushels July 1, compared with 48,561,000 bushels of the 1918 crop on hand the corresponding date last year, said an announcement by the Department of Agriculture. Crops on farms, in country mills and elevators and in points of large accumulation, all showed an increase over 1919 totals. This year farmers held 47,756,000 bushels, against 19,261,000 bushels in 1919, the figure perhaps reflecting disturbed conditions during the past year.

The high price of gasoline is reflected in record-breaking dividends just announced by Standard oil companies. In the third quarter of this year cash dividends totaled $29,504,575, compared with $27,273,000 in the second quarter and $23,354,000 in the corresponding quarter of 1919. The last disbursement is the largest ever made by Standard Oil companies in the third quarter and with the exception of the $30,406,000 paid out in the second quarter of 1916, it is the largest ever made at any time since the United States Supreme Court "dissolved" the Standard Oil trust.

Domestic and Naval

W. H. Gahagan, Incorporated, Brooklyn, N. Y., is constructing ten wooden floating drydock pontoons with a lifting capacity of 2000 tons each for the Emergency Fleet Corporation of the Shipping Board.

The Murnan Shipbuilding Company, of Mobile, is busy launching barges, one of 7500 tons for the Mexican Oil Company, of Tampico, having been floated recently, and one of the big barges partially built during the war being sent down the ways this week. The company has work for the next two years in sight.

The following tugs owned by the United States Shipping Board have been sold "as is" and "where is": "Guardsman" (wood), 357 tons gross, 1000 horsepower, to the T. A. Scott, incorporated; "Condor" and "Cockatoo" to the Goodwin-Gallagher Sand and Gravel Corporation; "Tomah" (wood), and "Green Bay" (wood), each 177 tons gross, 450 horsepower, to the Federal Shipbuilding Company, Kearney, N. J.

Attention has often been called to the dangers resulting from numerous wrecks in and about the Havre roads. In fact, several accidents have already happened. The salvage firm of Laffitte & Cie. are to raise a number of the vessels, amongst which are the transatlantic liner "Louisiane," the British cargo boat "Kelvinbrook," the Norwegian three masted "Silius," the oil tankers "Saint-Jacques" and "Iles Chaussey" and the mine sweeper "Au Revoir."

The Bureau of Navigation, Department of Commerce, reports 177 sailing, steam, gas and unrigged vessels of 257,765 gross tons built in the United States and officially numbered during the month of August, 1920. From other sources than construction, 1 vessel of 6,749 gross tons was admitted to American registry under the Act of September 7, 1916, and 1 of 2,630 under the Act of August 18, 1914, total 2 vessels of 9,379 gross tons.

A regular service between Panama Canal ports and Puntarenas, Costa Rica, has been established with the Costa Rican motor ship "Rosana" of 278 gross and 207 net tons, Panama Canal measurement. Sailings are approximately every 15 days in each direction. Accommodations are available for six first-class passengers. The "Rosana" is 112 feet long by 25 feet beam, is fitted with two 75-horsepower Diesel engines and makes approximately nine knots. Puntarenas is 471 miles from Balboa.

Announcement was made by the Shipping Board recently that it had authorized the sale to foreign purchasers and granted permission for the transfer thereof to foreign registry of ten steel steamers of approximately 3700 deadweight tons each, constructed on the Great Lakes by the American Shipbuilding Company, the registry to which these vessels will be transferred being France, Norway, Sweden, Holland, Denmark, Belgium, Spain, Italy, Great Britain and its colonies and dependencies. These vessels equipped to burn either coal or oil, were constructed by the American Shipbuilding Company for its own account, and being unable to interest American companies in this country in the purchase thereof negotiated for their sale to foreign interests. The Shipping Board was informed that the shipbuilding company will receive about $662,700 each for the vessels which approximates $171 a deadweight ton.

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HAIGHT STREET BRANCH, Haight and Belvedere Streets

JUNE 30, 1920

Assets	$66,840,376.95
Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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Randmetz, Mich.
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Regnill, Gustaf
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Rosenberg, L. F. K.
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Saunders, Dewey A.
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Scanlon, David P.
Schmees, Herman
Schmidt, E. H.
Schneidau, Heinrich
Schroeder, Ernst
Schulze, John
Seivert, Albert
Seegaard, Rasmus
Sexton, Harry J.
Sharman, E. S.
Sidroff, Nick
Sigrist, George
Simpson, Joseph H.
Sinnes, K. E.
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Skeries, Hans
Slattery, Harry
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INFORMATION WANTED

Charles Bernard Wilson, born in Stevenson, Alabama, write or come to your mother, Flora M. Wilson, 719 18th street, Oakland Cal., care Mrs. J. Buck. 9-22-20

Frank K. Sofsky is desirous of knowing the whereabouts of his brother, Carl McCormick Sofsky, who was last heard from while returning from France on the U. S. Army Transport "America" at Norfolk, Va. Anyone knowing his whereabouts will please communicate with the above named party at 9 N. Washington Street, Stanton, Va. 7-7-20

The Centrale Bond von Transportarbeiders have placed in my hands claim of the father and mother of L. Verhoef, seaman who met his death on the S. S. "Balosaro" April 29, 1920. An old spring line broke, curled around Verhoef's left leg and yanked him on to the winch while he was operating it. Before it could be stopped his leg was taken off. He died two hours later at the hospital. Will members of the crew please report here promptly. The master has made an entry in the log book to the effect that the deceased met with his death through intoxication, which statement we believe to be utterly false. I am acting for the dependent relatives. It is the duty of seamen to tell the truth. Your dependents may be in the same position some day.—S. B. Axtell. 8-25-20

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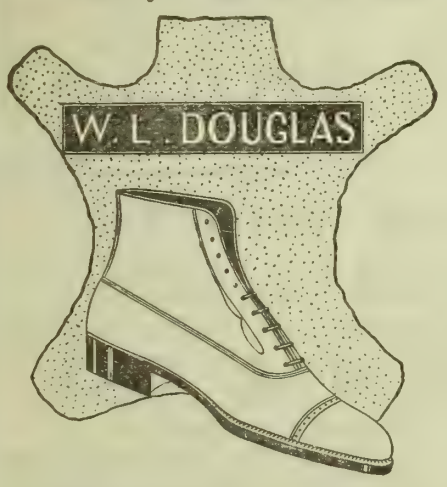

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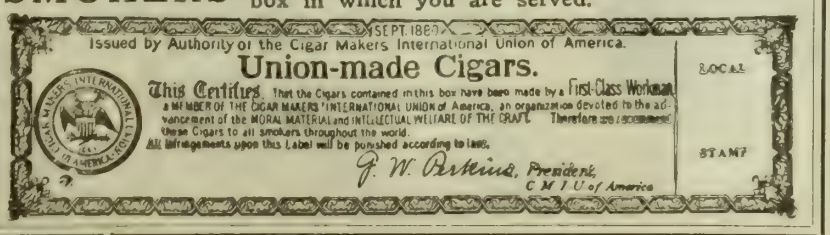

News from Abroad

The financial position of Egypt has been strengthened considerably owing to the enormous wealth brought to the country during the war from sales of cotton and Egypt is at the present moment considered as being in a better financial position that she has ever been before.

Oil has been struck at a point just within the Arctic Circle, north of the Great Slave Lake and close to the Mackenzie River, according to a report from Toronto. The flow is small, but ten barrels a day, and possibly cannot be made use of economically.

It is reported from Tokyo that Japan plans to send an unofficial commissioner to the United States to facilitate mutual understanding and improving the relations between Japan and the United States by delivery of public lectures and other appropriate means.

A Paris report says that the Danish, Swedish and Norwegian Premiers decide to meet in Copenhagen to determine the attitude of their respective countries toward the League of Nations and to discuss the policy which they intend to follow toward Russia.

A new Brazilian shipping company, the Companhia Nacional de Transportes Maritimes Uniao Luso-Brazileira, proposes to place orders soon for twelve steamships of about 2,000 tons each and will establish a line between Portugal and the Portuguese Colonies, New York, Central America, Hamburg and other European ports.

The sending of an American gunboat to Honduras to protect American interests, if necessary, reveals that officials in Washington have been watching with growing concern revolutionary movements in process of development in several Central-American countries. Outbreaks are expected in Honduras and Guatemala.

A Tokyo dispatch says the "Association for the Study of Foreign Policy" in that city decided to hold a mass meeting and appeal to the public on account of the anti-Japanese agitation on the Pacific Coast of the United States. Members of the association say that the relations between Japan and the United States are growing worse over China and Siberia.

Between January 1 and July 1, the Norwegian mercantile marine had a net increase of 59 vessels and about 180,000 tons. In the same period the Swedish fleet increased by 9 vessels and about 55,000 tons, while Denmark had a net increase of 21 vessels and 28,000 tons. Of the Norwegian ships added to the fleet, 31 with a tonnage of 20,411 were built in the country, while 33 of 99,558 tons were built abroad.

The five liners being built in England for the Australian Government will come out next year. They carry each 15,000 tons deadweight and 700 third-class passengers in rooms. The designed speed is 15 knots. Of the 950,000 cubic feet of cargo space, 370,000 will be insulated. The speed will be 15 knots and fuel will be carried for 7,000 miles steaming. Six more liners are being built in Australia, which will carry 12,800 tons at 13 knots. They will have each 250,000 cubic feet of insulated space.

With the Wits

One Sure Thing.—Care may kill people, but don't care kills more.—Boston Transcript.

Sunday-School Teacher—What is more to be desired than great riches? Chorus of Scholars—Nothin'!—Royal.

The Cure.—"I am sure the fellow we were talking about has an itching palm." "Well, why doesn't he go out and scratch for a living?"—Baltimore American.

Natural Mistake. — Raymond — "What the deuce do you mean by telling Joan that I am a fool?" George—"Heavens! I'm sorry—was it a secret?"—London Mail.

Constant Reminder.—He (to wife who is off for the beach)—"Now, don't forget me dear." She—"As if I could, Jack. The surf at night sounds just like you snoring."—Boston Transcript.

Shake Before Taking.—Tommy (to aviator)—"What is the most deadly poison known?" Aviator—"Aviation poison." Tommy—"How much does it take to kill a person?" Aviator—"One drop!"—Science and Invention.

Psychological Advantage.—"Don't you object to all this talk about the high cost of everything?" "Not at all," replied the profiteer. "It prepares the mind of a customer for what he may expect and saves argument."—Washington Star.

Deep Impressions.—"That antagonist of yours says he is going to leave footprints in the sands of time." "He won't," replied Senator Sorghum. "His mind is in the clouds. He is an intellectual aviator. When he comes down he will leave a dent, not a footprint."—Washington Star.

His Weakness. — "What brought you here, my poor man?" inquired the prison visitor. "Well, lady," replied the prisoner, "I guess my trouble started from attending too many weddin's." "Ah! You learned to drink there, or steal, perhaps?" "No, lady; I was always the bridegroom."—Toledo Blade.

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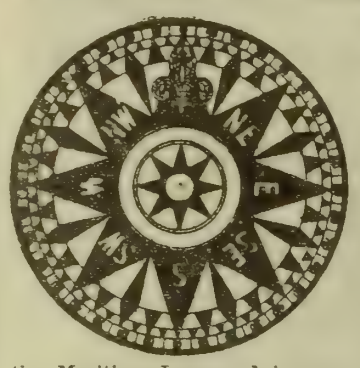

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VOL. XXXIV, No. 6. SAN FRANCISCO, WEDNESDAY, OCTOBER 13, 1920. Whole No. 1722.

THE JAPANESE PROBLEM

Its Menace to America as Seen From California's Standpoint

The article that follows is reprinted from a recent issue of The New Republic, to which publication it was contributed by Chester H. Rowell, editor of The Fresno (Cal.) Republican.

Mr. Rowell is generally regarded as one of the best informed men on the Pacific Coast on the question of Japanese immigration and its potential dangers to this country. His views on the subject are therefore of more than passing interest now that the Japanese menace, long-felt and understood in California, is beginning to attract national attention.

Because the question of Japanese immigration has been agitated chiefly by California, there is a tendency to regard it as a local California question, whose importance Californians exaggerate, from a too-near perspective. As to its local aspects, this may be conceded. The Californian who would risk the peace of the world because he is annoyed by too many Japanese neighbors at Florin or San Gabriel must not expect sympathy except from the few others similarly situated. And of course any pretense that Occidental civilization is staggering under the burden of one or two hundred thousand industrious and generally law-abiding Japanese is too absurd to be regarded as anything but hysteria. If this were all, Californians would deserve the serene condescension with which their appeals are too often met.

What thoughtful Californians contend is that this is not all, and that in its larger aspects the Californian, not the provincial eastern view, presents the truer perspective. In this we are joined by all the English-speaking white peoples bordering the Pacific—by Washington, Oregon, British Columbia, Australia and New Zealand. These peoples are only a small part of the white race of the world. But they are its vanguard and its whole representation on the shores of the Pacific. And they are unanimous in demanding the support of the American Union and of the British Empire in excluding Japanese and Chinese immigration.

They all need immigrants, and they all reject those immigrants who are nearest and easiest to get and whose labor, if admitted, would produce immediate and great prosperity in their several commonwealths. Whatever the abstract merits of this race question, at least there is only one concrete opinion on it among the outpost peoples of the white man's world.

In California the situation presents itself under various aspects, some of which are confessedly local and temporary. There are perhaps a hundred thousand Japanese in the State (no one knows the real number) mostly industrious and useful people. Some of them are engaged in business or professions and some in skilled mechanical trades, but most of them are farmers. As farm laborers they scatter everywhere, but as farm owners or renters they tend to concentrate in a few districts, and to Hawaiianize these. As laborers and as renters the larger land owners welcome them. As land owners, nobody wants them, and as land renters nobody wants them for neighbors. The reasons are partly economic. They underlive and overwork their white competitors. But they are mostly racial.

Right or wrong, our people will not live with those of a physically different race except on the basis of that race's inferiority. Since the Japanese are not inferior, and are in some respects superior, there is friction. Seven years ago California passed an alien land law, forbidding land ownership by "aliens ineligible to citizenship" (which means Japanese) and restricting their right to lease land to three years. Ingenious lawyers found ways of getting around these inhibitions by putting title in the name of native-born minor children and naming their parents as guardians. So there is an initiative law now before the people, limiting guardianship over real-estate to persons eligible to own real property, and abolishing the leasing privilege entirely. The initiative will undoubtedly pass, but it will have little effect. Leases will be changed into contracts ostensibly for personal employment, and other forms of guardianship will be devised. Nothing will have happened except the impressive declaration of the people of California that they do not want the Japanese.

So far as the Japanese now here are concerned, this is all; and it is not much. Willingly or unwillingly, we shall have to make a place for them in our industrial structure, and they will fill it well—too well to suit us. If this is all, we can stand it, and it may even be good for us. Certainly it is California's business whether we face the problem wisely and reap the benefits or foolishly and take the consequences. Either way, if the Japanese do not increase we can take care of those who are here. The only great thing is to be sure that there shall be no more of them. And over that not California, but the nation, has jurisdiction. On this our appeal to the nation at large is based.

The possibilities of increased numbers are three—the birth rate; smuggling in violation of the "gentlemen's agreement," and a letting down of the immigration bars, under the plea that whatever laws we pass must not discriminate between races.

Statistically, the birthrate looks startling. Mr. V. S. McClatchy has presented figures to show that in a few generations the Japanese will be most of the population of California. To which Mr. John P. Irish responds with computations showing that by similar geometric progression Mr. McClatchy's grandchildren will then own all the land in California. Of course neither will happen. But the nucleus is here, and it is already certain that for all time to come California will have a considerable population of Oriental race. What has happened to Hawaii has begun to happen to us. Even a slight relaxation of the immigration bars would finish it. The natural increase alone, in spite of Mr. McClatchy's startling figures, will scarcely do so.

Under the "gentlemen's agreement," Japan avoids an exclusion law by undertaking to do the excluding from the Japanese side. Japanese laborers can not enter the United States without passports, and Japan undertakes to refuse these passports. But if a Japanese does smuggle in, over the Mexican border, and can then lose himself among his own people for a few years, there is no way afterwards of excluding him. Chinese exclusion is effective, because if a Chinaman does slip in and is caught afterward without the necessary papers, he can be deported. A Japanese can not. In consequence there is an undetermined but doubtless very considerable amount of organized smuggling over the border. If this continues and grows, either an exclusion act or a tightening of the terms of the gentlemen's agreement will become imperative.

But of course the only overwhelming menace would come from a reversal of the national policy that we shall have one law for immigrants of European race and another for those of Oriental races. To relax or compromise that principle would be to undermine the dyke that keeps out the infinite ocean. For the really serious aspect of this race question is the fact that the races which we are considering are so overwhelmingly numerous. There are nearly as many Japanese as Americans. There are four times as many Chinese. If the racial barrier is to be lowered, sooner or later we shall have to admit the Chinese also. Then there will happen to America—to California immediately and to the whole nation within a generation—what has already happened to Hawaii. Our grandchildren will find out, from the Hawaiian laboratory, whether they dare let that happen.

What their verdict will be is perhaps academically debatable. But until the verdict is rendered, the frontier peoples of the white man's world are unanimous that it is their advance-guard duty to take only one side of it. For this is the only human blunder which once made can never be undone. The world may go Bolshevist or Imperialistic, Buddhist or Atheist; it may abolish property, marriage, government or liberty, and afterward retrace its steps. But it can not mongrelize physically different races and ever after unmix them. Either they will intermarry, and destroy the white race (the yellow race is safe in Asia) or they will be kept from doing so by a caste system which will destroy democracy. Either there must be a geographic racial frontier at the Golden Gate, or else we shall have a social frontier, right down the middle of our institutions. It is not a question entirely of economics or of civilizations. Economic inequalities are temporary and we have already assimilated civilizations quite as alien as the Japanese. It is a question of physical race, and race is hereditary. It lasts forever.

Also it is a question of world peace. If the scattered embers of the European war are suc-

cessfully extinguished, a world-polity is theoretically and probably practically possible which will guard against the repetition of that calamity. Nothing can guard the peace between the Occident and the Orient except the development of friendly co-operation across the Pacific. It will take all the nations to establish that peace, but any two of them could break it. We must make sure that these two are not America and Japan. And to this end we must avoid causes of friction. With the two races physically on different sides of the ocean, we can develop our common national and international interests. But with any considerable immigration to this side, causes of friction would inevitably develop.

They might be our fault, but we could not prevent them. Our people have learned their racial lessons in a dangerous school. We have dealt with two inferior darker races, but never with an equal one, and we have dealt always unjustly. We have dealt unjustly with the Negro and he submits. We have dealt unjustly with the Indian and he is dead. If we have many Japanese, we shall not know how to deal otherwise than unjustly with them, and very properly they will not submit. The only real safety is in separation. Nature erected a barrier which man will overpass only at his peril.

So the message of California to the nation is this: On our local problems, have patience with us. Admonish us if we need it, but do it understandingly. But on the great problem let this nation resolve as firmly as California is resolved that one side of the Pacific shall be the white man's and the other side the brown man's frontier. Only so is our race, our civilization, or the peace of the world secure.

PERFIDY OF THE WOBBLIES

In the August issue of McClure's Magazine there appeared an article from the pen of Harold Lord Varney under the head, "X-raying the Red Philosophy." The article is an exposition of the villainous methods utilized by the "traveling tourists" of the I. W. W. in sowing the seeds of dissension in the labor unions affiliated with the American Federation of Labor. Varney, who is now writing a series of articles for McClure's on the I. W. W., was for seven years officially identified with the Industrial Workers of the World, and while working under the red banner of the "Wobblies" was admired by the crimson-hued brethren as one of the ablest expounders of I. W. W. philosophy. Varney traveled all over this country as a propagandist and was hailed by the disciples of the revolutionary aggregation as a Demosthenes whose oratory soared above the majority of the blood-and-thunder spouters, whose war whoops thrilled the thoughtless and unsophisticated.

Varney, since he severed the ties that bound him to the professional disrupters of the legitimate labor movement, has been stigmatized as a Judas by the high priests of the "Wobs," but whether Varney deserves to be designated as a traitor or not, the fact cannot be denied but that Varney is tearing away the mask from the I. W. W. and exposing the repulsive features of a gang of conspirators whose ambition has been prostituted to a program of destroying the bona fide labor unions affiliated with the American Federation of Labor. Varney in his article in the August issue of McClure's uncovers the "borers from within" and shows the means and methods employed by the "Reds" in sowing the seeds which result in a crop disastrous to the solidarity of legitimate unionism.

Varney, after seven years' affiliation with the Industrial Workers of the World, boldly declares that the I. W. W. has accomplished nothing save destruction, and having failed to reach the goal of their expectations through slandering and vilifying the officials of the labor unions affiliated with the A. F. of L., have put their wreckers on the inside of the labor unions, in the hope that they can raise questions of discussion that will ultimately weaken or destroy the efficacy of the bona fide labor unions.

The I. W. W. has been a foraging aggregation almost since its birth, and hundreds of thousands of members of organized labor can well remember the many blood-bespattered circular letters that have been sent out from the literary bureau of the I. W. W. pleading for financial assistance in behalf of campaigns for free speech, strikes and in defense of red apostles who were charged with mudrer, riot, incendiarism, treason and other crimes, and many of the members of organized labor have learned that thousands and tens of thousands of dollars that were donated by labor organizations in the belief that the money so contributed was to relieve distress and uphold the right of free speech and free assembly, was but a ruse to recuperate the depleted treasury of the I. W W. in order that the soap-box propagandists might be better equipped to carry on their campaign of demoralization and destruction.

The members of organized labor have likewise learned that these breeders of dissension are devoid of every feeling of gratitude, and that the great majority of the professional disseminators of calumny, slander and vituperation have been actuated by no motive save to weaken and eventually destroy the only responsible and reliable movement on the industrial field that is honestly struggling to advance and promote the material welfare of toiling humanity. Thousands and tens of thousands of men and women in the labor movement have been duped and deluded by the glib-tongued Ciceros who have painted word pictures of the changed conditions that would take place on this old earth when the revolutionists would storm the citadel of Capital and force the despots in the domain of industry to capitulate to the terms of unconditional surrender.

Men and women in the labor movement who were once hypnotized by the mouthings of wind artists have realized that "all is not gold that glitters" and that the radiant and glowing promises made by the evangelists of I. W. W.ism who dedicated "I'm a Bum" as an international anthem to revive the drooping spirits of the proletaire, were nothing more nor less than brazen and unblushing degenerates who felt no tinge of remorse as they temporarily converted the gullible to take stock in an organization that has now, through its perfidy, become a pariah among laboring men and women who have learned their lessons in the school of experience.

The I. W. W. and the O. B. U. are practically one and the same, having the same tactics, methods and propaganda, and should not only be shunned by the men and women of labor, but openly condemned as treasonable to the best interests of the working class.—The Miners' Magazine.

Reformers generally would succeed better if they were to give less attention to the effects of the strike and more to the causes thereof.

Ultimate success in a labor struggle does not always depend upon the ability to continue fighting. Not infrequently it is the ability to quit that decides the issue.

CUTTING CORNERS

"And where do you think you're going? Don't you know enough not to try and run by a stop signal? You didn't see me raise my hand, eh? Well, you can hear the whistle, can't you? If you are both blind and deaf you've got no business running a car. Trying to cut corners, that's what you were trying to do. Well, you can't get away with that stuff here. Back up now and go around when I give you the signal."

Did the traffic cop ever talk that way to you? If he has not you have probably heard him speak his mind to others. And there is only one thing to do about it. That is to back up as he tells you and make the turn around the standard in the middle of the crossing as the rules require. If you don't, you may have a chance to tell your troubles to the judge, and judges are such unsympathetic listeners.

It doesn't pay to try and cut corners either in an auto or in finance. Yet thousands of Americans are trying to take short cuts to prosperity and affluence every day. The traffic rules provide for saving, and safe investment but they try to get by on speculation and "taking a chance," to get around the congested financial corner. When they are caught, and they nearly always are, they have to back up and start all over, while those who stuck to the rules of safety buzz by them with hoots of derision.

Scores of wildcat stock salesmen will try to point out tremendous profits to you from investment in their wares, but you will have to cut the corners to get to those profits and you may wind up in a wreck or the police court, or at least have to listen to the words of the traffic cop. If you stick to safe and sane plan of systematic saving and investment in government securities, War Savings Stamps, Treasury Savings Certificates and Liberty Bonds, you'll get ahead faster than if you try to cut the corners, for you won't have to back up and start over.

THE RIGHT TO LIVE

Says the Columbia Record: "The right to strike would be less questionable if it did not operate to interfere with the right to live."

If that is all that makes a right questionable, then there is very little to justify the right of private ownership of land. Landowners have the legal right to keep the landless of the earth. The right to work depends entirely on the permission of landowners under the existing land system. Consequently the right to live is dependent, so far as statute law can make it, upon the willingness of earthowners to concede it. The strike is a weapon to protect the worker against too oppressive a use of the land monopolist's power. Like all weapons of war, it may "operate to interfere with the right to live," but, so long as private ownership of land remains undisturbed, neglect of its use may operate as wholesale suicide. If the right to live is sacred, then land should not be privately owned.

A giant mushroom weighing nearly 3lb. and measuring 24 inches in circumference has been gathered between a row of potatoes on a Sheffield district farm.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Martial Law in Galveston

In a letter to the Houston (Texas) business men's associations, John H. Reagan, Galveston correspondent for the Houston Press, declares that martial law in Galveston, because of the longshoremen's strike, is backed by big business; that riots in Galveston have not occurred, and that "there was not enough criminality in the facts which brought them (the soldiers) here to equal the police blotter of Houston, Dallas or El Paso on one brisk police evening."

The newspaper man wrote the letter in answer to a letter published by Galveston business men who attacked the Houston Press because of the publication of articles by Reagan showing facts that other forces were concealing.

"It isn't a question of political groups," says the newspaper man. "I am not caring a tinker's dam for these groups. There was and there is something finer and nobler involved: a thing which we sent our men to Europe to die and to live for; a question of liberty.

"Here are the 'causes' which brought the guard here:

"1. An interurban was shot into by two negroes, members of the longshoremen, it is true, but an act of their own volition. Both men have been indicted and one is on the island and the other has escaped to Toledo or Detroit.

"2. Five automobiles that brought strikebreakers to Galveston were stoned outside of the city limits by unknown parties and one driver was caught and beaten up.

"3. A white strikebreaker was beaten up one evening in June by several longshoremen and his head stuck in a water pail.

"These are the crimes—the terrible offenses which causes the State of Texas to police Galveston to-day at a cost of $50,000 a month.

"But that is not all. You and I and the rest of us were told that freight had stopped moving; that wheat and cotton could not be shipped if the strike continued. The governor spoke of this terrible condition in his proclamation. Yet all the cotton and grain that goes out of Galveston, with a small exception, does not go on coastwise ships, but upon deep-sea vessels—and it was the coastwise longshoremen that struck, not the deep-sea men.

"On July 14 General Wolters took over the police force of Galveston and all police power. The commissioners, elected by large majorities, were insulted by the act, and there is no city in Texas, where there are red-blooded business men, who would have stood for such usurpation of power or so thinly woven a pretext.

"But that was not all. Thursday of the past week, John Mathias, counsel for General Wolters, stood in the county courtroom and addressed members of the bar of Galveston, and stated that the writ of habeas corpus did not operate in Galveston where the military were concerned.

"I wore the American uniform to preserve the principles of American government. I wear the American Legion button as a constant reminder that three of my friends lie dead in France for such a cause, and the cruel commercialism that would crucify these people of Galveston because of a love of power rather than justice is a commercialism that is decadent and sodden, and unworthy to survive.

"I do not censure the boys who are in uniform. They are fine, splendid fellows, my brothers. But a few months ago I was one of them.

"But when the foundation of a structure is bad, the house crumbles and the foundation of bringing the guard here is so absurd and ridiculous that no sane man investigating the situation could do other than say, 'They should not be here.'

"General Wolters has abolished in the corporation court the right to trial by jury; he has abolished the right of appeal; he has denied the right of public appeal; he has suspended the right of habeas corpus and a man may be imprisoned and held and have no recourse. They are scarcely doing that in Russia; save in a state of war they have not a right to do it in Texas."

The newspaper man declares that behind martial law is the attempt to establish the non-union shop and opposition to the city commissioners whose tax equalization policy has angered big business.

"May I add in conclusion that since the 1,000 longshoremen have been out on strike there has not been a single arrest of one of them for any grievous offense; that the men are well behaved; most of them are at work at other tasks, and are living the lives of good citizens."

Stop "Help Wanted" Cry

The Cincinnati branch of the National Metal Trades Association, that is opposing the wage demands of organized machinists, has instructed its members to discontinue "help wanted advertisements until further notice."

These anti-unionists proclaim their right to "run their own business," but their union now notifies them to stop advertising until "further notice."

The extensive advertisements, it is stated, are of doubtful value because they encourage the strikers and "business is declining in all lines throughout the country."

The antis might also state that the machinists are winning their strike.

In another appeal the antis ask contributions for the home guard. In his letter, President Dean says:

"I would of course be indiscreet to put into a letter everything I know about conditions here, making it absolutely necessary to maintain the home guard, but let me state to you most emphatically that they are very plain, very direct and very necessary."

The machinists say strikebreakers are garbed in the uniform of the home guard for the purpose of provoking violence, and that there has been no violence and property is not endangered because of the strike.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Internationale Transportarbeiter-Federation Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan, F. Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbodgade, 15 Kobenhavn.
Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.
Dansk So-Restaurations Forening, Y. Strandstrade 20, Cobenhavn.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

AUSTRIA

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marcellino 6-2, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The membership of the British National Union of Railwaymen is now 481,081, an increase of 64,550 on the figures for last year.

Swedish naval officers are said to be greatly exercised over the proposed new law which would prevent their employment in commercial vessels except after a period of training.

Officers of British vessels have made demands for increased overtime rates and flat increases in monthly pay as follows: Cargo liners and general traders—First Mate, £10; Second Mate, £7; Third Mate and ranks below, £5 per month in each case. Coasting cargo vessels—Chief Mate, £2 10s.; Second Mate, £1 15c. per week in each case. Foreign-going passenger vessels—First Mate, increase of £12; Second Mate, £9; Third Mate and ranks below, £7; these rates to be added to the present rates paid, inclusive of all bonuses.

Hopeless conditions and a dark future for Europe's children was painted by Dr. Livingston Farrand, of the American Red Cross, on his return from a trip abroad. He said the most conservative estimate by the Red Cross indicates that at least 11,000,000 children in Europe are fatherless from war and they face the next few years without hope of adequate care, unless outside assistance is given. "When to these orphans," said Dr. Ferrand, "are added the millions of other children undernourished and underdeveloped physically and mentally, the dangerous situation is obvious. It is this generation devitalized and neglected, upon which in a few years the stability of Europe must rest."

Under the guise of labor troubles, all the big German shipyards are closing down one after another. These yards are engaged on the construction of ships which would have to be surrendered to the Allies under the terms of the Versailles Treaty and the inference is that the German Government is encouraging the yard owners to adopt an unflinching attitude toward their employes in order to drive them away quietly to other trades in which their talents can be utilized in a way more profitable to the country. Whatever the real reason may be, it is a fact that the smaller German yards which do repair work or build small vessels that do not come under the terms of the Treaty, seem to have no labor troubles worth speaking of.

The 70-hour work week is common in Japan, according to a report to the British government by its commercial secretary to the British embassy at Tokyo. It is stated that the present tentative and imperfect Japanese factory laws provide for a 12-hour day, "but factories employing only male operatives over 15 years of age may exceed the limit." The 70-hour week is common, it is stated, but there is agitation for the eight-hour day. Speaking broadly, continues the report, the Japanese laborer prefers to work long and leisurely, and requires little time for rest, food and recreation. In spite of great advances in cost, it is a fact, the report says, that Japanese labor is still considerably cheaper than labor in the west, but the comparative efficiency is much lower, many authorities placing it at one-half.

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SAN PEDRO
Clothing and Furnishing Goods
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Exclusive Agents Florsheim and Douglas Shoes
And the Best in Oil Clothing and Boots
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109 SIXTH STREET Opposite Sailors' Union Hall

FRERICHS NAVIGATION SCHOOL
529½ BEACON STREET, SAN PEDRO, CAL
Seafaring people who desire to take up navigation, San Pedro, situated in the sunny south, is the ideal place. Captain Frerichs has established a Navigation School here and under his undivided personal supervision students will be thoroughly prepared to pass successfully before the United States Steamboat Inspectors.
TERMS ARE REASONABLE

For Twenty Years we have issued this Union Stamp for use under our
Voluntary Arbitration Contract
OUR STAMP INSURES:
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Forbids Both Strikes and Lockouts
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Steady Employment and Skilled Workmanship
Prompt Deliveries to Dealers and Public
Peace and Success to Workers and Employers
Prosperity of Shoe Making Communities
As loyal union men and women, we ask you to demand shoes bearing the above Union Stamp on Sole, Insole or Lining.
BOOT & SHOE WORKERS' UNION
246 SUMMER STREET, BOSTON, MASS.
COLLIS LOVELY, General President CHARLES L. BAINE, General Secretary-Treasurer

Union Made Shoes for Men Exclusively

JOE WEISS
WHITE PALACE SHOE STORE
92 FOURTH ST. nr. MISSION ST.
SAN FRANCISCO
Repairing Done While You Wait
by the latest machinery. Work called for and delivered.
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PRICES IN JUNE
Thrift Stamps at Twenty-five Cents

$ 5	Government Savings Stamps for	$ 4.17
$ 100	Treasury Savings Certificates for	83.40
$1000	Treasury Savings Certificates for	834.00

FOR SALE AT BANKS AND POST OFFICES
GOVERNMENT LOAN ORGANIZATION
SECOND FEDERAL RESERVE DISTRICT
120 Broadway - - - New York

INFORMATION WANTED

Rudolf Knutsson is anxious to ascertain the whereabouts of his brother, J. Harvid Knutsson, a native of Trellerborg, Sweden, age 20, last heard from in New York, in April, 1918. Please address his brother, care Sailors' Union of the Pacific, 59 Clay street, San Francisco, Calif. 1-7-20

ALBERT MICHELSON, Attorney at law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 675 Mills Bldg., Telephone Sutter 4673.

INFORMATION WANTED

Chas. T. Smith, Roy Dresser, Joe Ban, Autti Hanks, Thos. Wolstenholme, Chas. Fraser, W. B. Pierce, Karl Olson, William Holmes kindly communicate with John T. Smith, Room 411, 112 Market St., San Francisco. 10-6-20

Will H. Peterson and G. Johnson, formerly winchmen of S. S. "Carmel" to communicate with J. T. Smith, Room 411, 112 Market St., San Francisco. 9-8-20.

SEAMEN'S FREE READING ROOM
A PLEASANT PLACE FOR ALL SEAMEN WHILE IN PHILADELPHIA. NO BOARDING OR SHIPPING. NOTHING TO SELL.
332 SOUTH FRONT ST., PHILADELPHIA.
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San Pedro, Los Angeles Waterfront, Cal

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Mates' Courses, $55.00
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Sextants, best makes, from $117.50; Octants, $72.50; Marine Night Glasses from $27.50—Best Makes.
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— For —
A GOOD CUP OF COFFEE
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A. R. ABRAHAMSEN, Prop.

Sailors' Outfitter
BENJAMIN'S
The Old Reliable
CLOTHING, SHOES, HATS, RUBBER AND OIL CLOTHING
207 Second Street Eureka, Cal.
E. BENJAMIN, Prop

You Want the Truth

This year there will be stirring times in the Nation. Under government censorship it is increasingly difficult for the average man to get the real meaning of the social and political movements of the day.

LA FOLLETTE'S MAGAZINE
will be specially represented at Washington and will analyze and present the news from the capital truthfully and fairly. Senator La Follette is making a real fight to lift some of the tax burdens from the common people and place them where they belong—on excess profits, war profits and surplus fortunes and incomes. Because of this he is being attacked more bitterly than any other man in public life.
Send in your order today.
$1.00 Per Year—Agents Wanted
La Follette's Magazine, Madison, Wis.

INFORMATION WANTED.

Mrs. Jean Taylor. 940 Pender Street, West Vancouver, B. C., is anxious of ascertaining the whereabouts of Robert Gilchrist Cassar, a member of the Sailors' Union of the Pacific. 10-13-20

Will some of the crew of the "Deva" on her first voyage September, 1919, please call on H. W. Hutton, 527 Pacific Building. Oskar W. Olson was on her at that trip and contracted an insurable case of typhoid fever through bad water and he needs some witnesses in a case he has for damages.

Anyone knowing the whereabouts of Michael Blasich, a native of Fiume, Austria, and a retired member of the Sailors' Union of the Pacific, will please communicate with his mother, Maria Blasich, Cosala 169, Fiume, d'Italia, Italy.

To Scandinavian Sailors:
Inheritances collected Money forwarded to all places in Sweden, Norway, and Denmark to banks or private persons at lowest rates. Full guarantee.
LEONARD GEORGES,
General Passenger Agent Swedish-American Line, 268 Market St.

Pacific Coast Marine

Before resuming the trans-Pacific run the transport "Great Northern" will undergo repairs to the oil tanks. Another hatch will also be placed in the vessel to facilitate cargo handling.

Grays Harbor port commission offices have been opened, and Engineer C. A. Strong of Tacoma is temporarily in charge. The first work of the commission will be to consider the purchase or construction of a dredge.

Government gold expended in Seattle for alterations and other work in Japanese-built ships since the first of the year will pass the $1,720,000 mark when the contract for converting the steamship "Eastern Sword" from a coal burner into an oil burner is completed.

The mine-sweeper "Swallow" and sub-chasers Nos. 294 and 310 have arrived at the Bremerton navy yard after a cruise in Alaskan waters. All three boats will undergo repairs. Hull work on the 10,000-ton repair ship "Medusa," being constructed at the navy yard, is 80 per cent. complete.

Three new tankers for the coast oil trade are being built by the Union Oil Company of California, at a total cost of $6,100,000. Two of the tankers will be of 12,000 deadweight tons, and will cost about $2,500,000 each. The third will cost about $1,600,000 and will be of 7,500 tons. The first of the trio is expected to be delivered late in December.

Announcement was made last week that the Coast and Geodetic Survey has published a new edition of the following Pacific Coast charts: Chart No. 5971, Coquille River entrance, Oregon. This edition shows the results of a survey to the entrance in May, 1920, by United States Engineers. Chart No. 5984, Coos Bay, Oregon. This shows the result of a survey of the entrance to Coos Bay made by United States Engineers in June, 1920.

The Moore shipyards in Oakland had 41,250 tons of shipping for repair on the four drydocks recently. Two speed records for repair work were broken when the Pacific Mail liner "Venezuela" was docked to replace forward plates and released three days later, while the Union Oil tanker "Lyman Stewart" had several plates replaced as the result of ramming the Standard Oil tanker "Richmond." The Dutch steamer "Arakan," which went ashore off Point Reyes, is also undergoing extensive repairs.

California may again be able to sell lumber to Brazil and other countries on the east coast of South America. The freight rate on lumber to River Plate points has been reduced $5 per thousand feet, which exporters believe makes it possible to again do business with this region. The foreign trade department of the Chamber of Commerce was notified by the United States Shipping Board that the rate on lumber from Pacific Coast points to the River Plate, recently fixed at $45 per thousand, had been reduced to $40.

Three steamers of the Shipping Board, under operation by local agents, steamed from San Francisco recently on their maiden voyages. The "Jalapa," launched on December 20 last, departed for Seattle to load grain for the United Kingdom at $26 a ton; the freighter "Heber," launched August 7, sailed under command of Captain Chrestensen for Seattle, also to load grain for the United Kingdom; and the tanker "Halway," Captain Deery, with a cargo of oil for Balboa, got away. She was launched July 1.

Contracts for lubricating oil for the Shipping Board vessels on the Pacific Coast for the next year have been awarded to the Standard Oil Company, it was announced in dispatches to the local board. The contract includes a supply for another year at Honolulu. The contract runs from October 24. According to the estimates of the Pacific Coast territory the requirements for the year were based on 371,716 gallons of oil, valued at $195,808. Deliveries are to be made at San Diego, Los Angeles, San Francisco, Oakland, Tacoma, Seattle, Portland and Honolulu.

Coal and oil fuel at Panama has reached such an acute shortage that many steamers bound for the Orient through the Canal and booked to touch at Honolulu are being diverted up the coast to San Francisco to secure bunkers, according to a report from Honolulu. The Hawaiian Chamber of Commerce has instructed its Washington representatives to take the matter up with Federal officials. The oil fuel shortage at Panama has existed for several months past and the coal scarcity is declared to be a new wrinkle in the situation. According to Honolulu advices, the Islands are due to suffer severely in commerce if the trans-Pacific steamers omit Honolulu as a port of call.

Said to be the first large steel steamer to be withdrawn from the Shipping Board service on the Pacific Coast because of the shortage of cargoes, the freighter "Maquan," 9400 tons, has been tied up on Puget Sound. She was operated between Seattle and the Orient by Frank Waterhouse. Other vessels, none of which has its home port at San Francisco, are expected to follow into the temporary discard. The "Westward Ho" was recently withdrawn because of difficulties of operation. The wooden steamer "Brookdale," operated as a training ship in Matson service between Seattle, Honolulu and San Francisco, has been withdrawn and remanded to the custodian at Norfolk, Va. She was replaced by the "Hollywood." Her withdrawal is in line with the policy of retiring wooden steamers.

The "Wenatchee," the first vessel of the twelve allocated to Pacific Coast shipping companies to be placed in commission, is expected to leave New York on January 15 for San Francisco on her maiden trip. The voyage will be in the nature of an excursion party, calls being made at Havana and Panama. After calling in this port the vessel will proceed to Seattle. Rates for the first-class trip from New York to Seattle will be from $300 up. Captain G. T. January, Pacific Coast navigator who served on ships of the Pacific Mail, has been selected to bring the "Wenatchee" to Seattle from New York. During the war Captain January was a Lieutenant-Commander in the Navy. He is a native of San Jose and is well known here.

Super-cargoes, or agents of the Shipping Board who travel on vessels of the Government owned merchant fleet, are here to stay, according to advices received from Washington. There are 480 super-cargoes employed by the Shipping Board and it is said that while no more will be added, none will be released. It is pointed out in Washington advices that the super-cargoes are a necessary adjunct to the board, as they are the only direct representatives aboard the vessels. In future, their business will be to check all supplies purchased by the master of the vessel, keep a watchful eye on all repairs, and otherwise see that there is no unnecessary expense to the Government. "This is necessary," a Shipping Board official explained, "because the officers and crews of the steamers are employed by the operators of the ships, and not accountable to the shipowner." Super-cargoes are paid $175 a month and are furnished food and quarters. The fate of the super-cargoes has hung in the balance since the administration of Judge John Barton Payne, as chairman of the board, and many local operators have expected orders abolishing the Federal agents.

Amalgamation of the entire shipping industry of Japan, embracing the three great companies, Toyo Kisen Kaisha, Nippon Yusen Kaisha and Osaka Shoshen Kaisha, has been proposed, and conferences to this end are now in progress in Japan, according to Captain M. H. Morle, Shipping Board master, who returned from the Orient recently on the Pacific Mail steamer "Colusa." Meetings of representatives of various shipping interests have been held at Tokyo and the principal seaports, Captain Morle said, and the newspapers have discussed the proposition favorably. The Imperial household, which controls some of the companies, also is said to favor the move. The plan is similar to the merger of Japanese freighters built during the war emergency. "The Japanese believe that they will be better able to uphold their end in the world of commerce, if their overhead is reduced and if they work in unison," Captain Morle said. "In this way they will also be able to confer better with other nations to obtain favorable rates. They are in no position to operate at less than cost, and there is therefore no danger of a rate war emanating from them."

Old-timers along the San Francisco waterfront were given a demonstration of real seamanship when the French bark "Pierre Antonine" came sailing in through the Heads without a pilot, or assistance from a tug. It is customary for a sailing ship in making this harbor, especially a foreigner, to heave to off the bar, and take aboard a pilot. Then the skipper of the craft signals for a tug, and is safely towed to his anchorage. Captain Hery, however, dispensed with these formalities, and although the pilot boat at the bar dispatched a pilot to the bark, and a Red Stack tug appeared in the offing, Captain Hery waved his hand in dismissal and kept on his course. Through the Golden Gate the bark with all sails drawing sped up the bay. Captain Tom Anderson, marine lookout at Point Lobos for the Marine Exchange, shook his head and blinked his eyes: "Dangerous, but true seamanship," he declared. Under the lee of the Marin County hills the bark's canvas flapped a bit, but another breeze quickly filled her sails and she came in through the midchannel and past Fort Point to an anchorage near Meiggs' Wharf. The "Pierre Antonine" came in ballast, 197 days from Belgium to load grain for the United Kingdom. She came around the Horn.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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91 North Second Street

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EASTERN MARINE WORKERS' ASSOCIATION
D. J. GEDDES, President
NEW HAVEN, Conn.....13½ Collis Street

(Continued on Page 11)

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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 13, 1920.

SEA TRAINING

The proper training of boys and young men bent on following the sea for a living is fully as important as that ships be properly built and suitably equipped for service. For what shall it profit us to have the biggest, most stanchly built, and best equipped merchant fleet in the world if the crews manning the ships are inefficient?

Yet it is common knowledge among old sailormen who have kept in touch with the changes wrought in seafaring methods in recent years, that American seamen of to-day are much less proficient in seamanship than the situation actually warrants. The fact is that the great majority of them have not been properly trained. Some of the blame for this condition may safely be placed on the emergency created by the war, when seamen had to be fabricated over night almost, so to speak. But after making all due allowance for that factor there still remains much to be explained.

As the twig is bent so will the tree grow. Most present-day young American seamen are graduates of some Shipping Board training ship. And thereby hangs a tale not at all flattering to the Shipping Board's sea service bureau. All accounts agree in most particulars that the "training" given the youngsters on board the average Shipping Board training ship consists chiefly of "soodjee-moodjee" drill, holystoning, shining brasswork, swabbing the decks, painting the smokestack, and such like prosaic stunts. No doubt these things are, in a way, a necessary part of a ship's routine work. But after all they are merely incidentals in the program of teaching seamanship, and should never be made to take the place of elementary instruction in the essentials of the profession. To train boys for the sea on any other basis is to reverse every accepted mode of teaching, and amounts at best to a waste of time; especially in the case of the Government's training ships where the period of instruction is of such limited duration.

That we haven't exaggerated the situation is indicated by the following affidavit, kindly sent us by Comrade Julius Nelson, agent of the Newport News branch of the Eastern and Gulf Sailors' Association, who furthermore informs us that the "Newton" is no worse than any other Shipping Board training ship. "They are all the same," he says; "the boys don't learn any seamanship, but are put to other kinds of work."

AFFIDAVIT

In regard to conditions on U. S. S. B. Newton on voyage from Newport News, Va., to Boston, Mass., Portland and Boothbay, Maine. We were employed at Sea Service Bureau, 133 24th Street, Newport News, Va., Sept. 2, '20, sent on board same day and got under way for Boston, Sunday, 5th. Friction from the start in regard to working hours. Watches set and men required to work on Sunday at other work than required, **washing down all done.** On objecting, chief officer told bosun to work the men 9 hours each day. Arriving at Boston, watches were broken, and when leaving Boston no sea watches were set. After working the apprentices all day, we were called to work at night. We objected, as we were told there was no overtime allowed. Chief Officer said we would get the time back. We never did. The watches were set again at Portland and on the run to Boothbay, same old thing, watches called out any time, Left Boothbay for Newport News, same old argument about Sunday work. Arrived Newport News, Saturday, 18. Liberty party carried ashore by 8-12 watch a. m. No liberty in evening, 8-12 watch called to get up. Motor boat and life boat at 5:30 p. m. Argument. All hands called to do the work. This was on Sunday, in port. On Monday morning, 6:30 a. m., all hands called to clean up ship. Two bosun mates left ship and mate refused to allow pay for the night and morning. Pay ended on 19th. We objected, but no good. There is no system aboard the Newton. We were hired as bosun's mates, as instructors for the apprentices in duties pertaining to seamanship. The only things any of the apprentices did was to swab down decks, paint around ship and wash paintwork with salt water and salt water soap. Never a lesson at the wheel, ship carried regular quartermaster. Two of apprentices were used as lookouts, and never changed. The same two always. There is no regard paid to rules that govern Seamen's Union and there are very few Union men employed. The apprentices have no chance at all. No lessons in seamanship whatever. We, the undersigned Bosun's Mates, are competent American seamen, A. B. Tickets, Life Boat Certificates, a sea service of 20 and 8 years, respectively, proving our fitness against the incompetence of those whom we were forced to obey, and by whom we were defrauded of money properly due us. To this we swear.

JOHN CLARK FOUNTAINE.
A. F. THOMAS.

Sworn to before me in my City of Newport News, Virginia, this 21st day of September, 1920.

W. R. HASKINS, Notary Public.

When all is said, the only way to make a real seaman of a boy is to send him to sea on a real seagoing ship, where he will be in constant contact with all the actualities of seafaring needed to complete his professional education. That's how all worth-while seamen have been produced. On the other hand, a training ship course of instruction is liable to become a handicap to the recipient, in that usually most of what he has learned must be unlearned before he can hope to make any headway in his chosen profession. It was the recognition of this fact which led to the present agitation within the ranks of the International Seamen's Union for the establishment of schools of their own, where members who have graduated from a Government training ship may learn what's what in seamanship as distinguished from what ain't.

The Government's fleet of wooden ships were built at an estimated average cost of $170 a deadweight ton. Three attempts have been made to sell the ships to American buyers. Only four offers to buy have been received by the Shipping Board so far, the highest at about $12 a ton. Which is about the value of those miscellaneous articles that used to be advertised as "given away with a pound of tea."

BIG SLUMP IN O. B. U. STOCK

The course of the One Big Union of Canada has apparently not run as smooth as its organizers had hoped. This is made plain by a few facts which leaked out from their recent convention held at Fort William.

For instance, instead of the reputed membership of 41,500, the report of the convention shows that during the five months from January to May last the O. B. U. was receiving per capita tax on a membership of but 19,510.

It was also shown that in many cases no per capita tax has been paid since June 1. Coming down to particulars, the miners of Alberta have paid no per capita tax to the organization since March last, though they paid tax during January, February and March on the basis of an average membership of 2199. Vancouver, once the stronghold of the O. B. U., has paid no per capita tax since January, though at that time it was paying on a basis of 790 members.

Calgary is reported as having been consistent in its affiliation, with a membership of the general workers of 51, transportation workers 200, and flour mill men 33. Edmonton has paid on an average of 486, but has paid nothing since May. The metal miners' district board of Rossland paid on an average of 440 members. Winnipeg has paid up to June for all organizations, with an average membership of 3864; Fort William with an average of 411; Port Arthur 570; Thunder Bay 744; Victoria 29; Montreal 262, and the loggers 9382.

The most discouraging item of information brought out is that the financial statement presented at the convention showed a balance on hand of but $162.25. Add to this the continued falling off in the income from per capita taxes, and it is very evident that the O. B. U. of Canada has a hard winter staring it in the face.

As if these troubles were not enough, the lumber workers of British Columbia, with a membership of more than 9,000, withdrew from the convention because of serious differences with the executive board. It is stated that the withdrawal was the climax to a disagreement of several months' standing, and that it was in the nature of a protest against insistent efforts of the central executive of the O. B. U. to abolish the industrial unity of the lumber workers and bring them more under the control of the central executive, with consequent control of their funds.

Summing it all up, the One Big Union of Canada seems to be well on the way towards the fate which sooner or later overtakes every labor organization which fails to make good its promises to the workers.

LABOR'S NON-PARTISAN CAMPAIGN

Labor's non-partisan political activity cannot be estimated by victories alone. The defeat of numerous reactionaries is not the sole gain. Of major importance is the agitation, the education, the molding of public opinion that makes possible the election of candidates pledged to the cause of justice, followed by remedial legislation.

Nothing can withstand the white-heat

glare of an aroused and intelligent public opinion. It is the foundation of all progress in govednment. It is lasting when based on the thought that a particular wrong affects society as a whole.

When workers first urged free public schools, the plan was ridiculed, but constant agitation convinced the people that ignorance is a menace. Then free schools became a fact. Labor's agitation against child labor, for the secret ballot in public elections, for a shorter work day, or for a living wage, did not succeed until people caught the point that society would be benefited if the changes were made. Agitation made new viewpoints possible.

This public opinion has no connection with hysteria and fads of the moment that are based on emotion and sentiment and not on reality and facts. No public official dares ignore real public opinion. It sweeps aside opposition to its dictates. It silences a venal press and every other defender of special interests.

This public opinion cannot be had for the asking. A single resolution is not sufficient to start its resistless sweep. Few men abandon long-held views, or stir themselves to act against social injustice by reading one protest. Special privilege does not yield because of one declaration.

Public opinion is a golden prize. It is only for those who capture it by ceaseless work, either by deadening the conscience of men, or by constant agitation which finally awakens that conscience.

The non-partisan political program of organized labor offers wide fields for this agitation. The story of labor's social program should be told on every political rostrum, should be the text in every assemblage of citizens from now until the November elections. The story of labor's ideals, its purposes and its plans, is the story of American ideals, of freedom, equality and right relations between men.

Labor has won many victories in the present non-partisan compaign. It has defeated reactionaries and elected champions of right. It has awakened labor to its duties as citizens. It has impressed upon workers the value of scrutinizing the record of every public official, that government "of, by and for the people" may be a fact. The list of these victories will be increased as the campaign progresses. But beyond these, labor has won greater victories by arousing the public mind to the importance of issues that were formerly looked upon as "labor questions" that had no relation to society as a whole.

In less than forty years San Francisco will be the principal port in America, and the Pacific Coast the center of the world's shipping, predicts Captain Robert Dollar. The doughty old captain evidently must have got over his one-time fear that the Seamen's Act would put our merchant marine everlastingly on the blink.

The people of India speak about 150 different languages, and are divided into forty-three distinct nationalities. This explains a great many things about India's troubles. If the situation in America were only half as bad our country could never have become the great self-governing republic it is today.

CONVENTION CALL.

International Seamen's Union of America.

To all District Unions of the International Seamen's Union of America.

Greetings:

The International Seamen's Union of America will hold its Twenty-fourth Annual Convention in the city of Philadelphia (Pa.), beginning the second Monday in January, 1921, at 10 a. m. and will continue in session from day to day until its business is completed.

The importance of this convention demands that each District Union be represented by its most able, experienced and faithful members in order that the questions confronting the seamen may be dealt with and acted upon to the best interest of the Seamen's movement.

As the membership of the International Seamen's Union is now over the 100,000 mark and as each District Union is in very good condition financially, it is expected that a full quota of delegates will be sent from each District Union. Those who have already elected delegates are requested to consider the matter while those who have not selected their representatives are urged to bring this about.

The Unions of the Atlantic District will make all arrangements for said Convention and be prepared to meet the delegates and tender them every accommodation necessary in a function of this nature.

Representation.

The following sections of the Constitution of the International Seamen's Union of America govern representation at the Convention:

Article III, Section 2. Representation at the Convention, shall be based upon the average per capita tax paid during the year. Organizations shall be entitled to one delegate for two hundred members or more, three delegates for five hundred or more and one delegate for each additional five hundred or majority fraction thereof.

Section 3. Affiliated Unions shall be entitled to one vote for each one hundred members or majority fraction thereof. When more than one delegate represents an organization, the vote of their union shall be equally divided among such delegates.

Section 4. Delegates shall have the same qualifications as the elected officers of the organization, provided, no one shall be seated as a delegate who is also a member in any Labor Organization not affiliated with the International Seamen's Union of America, etc.

Credentials.

Duplicates of credentials should be mailed **not later than December 1, 1920,** to the International office in order that the Committee on Audit and Credentials, which meets prior to the Convention, may have ample time to complete its work and be ready to submit its report when the Convention convenes.

It is suggested that District Unions or delegates having matters they desire to submit to the Convention will do so by forwarding copies of resolutions which they desire to introduce to the International's Secretary-Treasurer at least two weeks in advance of the Convention.

You are respectfully requested to take up the matters herein mentioned with your Union in order that the Convention Call may receive careful consideration by the largest number of members possible.

With best wishes, I remain,
Fraternally yours,
T. A. HANSON,
Secretary-Treasurer.

The Board of Harbor Commissioners announces that, effective November 1, the charge for switching on the Belt line Railroad will be $3.50 per car, instead of $3, the present rate.

Struthers & Dixon have been assigned the steamer "West Carmago" by the Shipping Board. The vessel has just been completed by the Schaw-Batcher Company at its local yards.

The November number of the Toyo Kisen Kaisha magazine, Japan, is one of the most attractive issues turned out by the company in several months. The articles of travel are illustrated and contain valuable information on how to see the Orient.

The American schooner "Commodore" will carry lumber to Durban from British Columbia for $42 for Hind, Rolph & Co. The American steamer "Forest King" will carry lumber from Puget Sound to Callao for W. R. Grace & Co. at the rate of $30.

Announcement of a three weeks' service between Philadelphia and Portland and other Pacific Coast ports was made by the North Pacific and Western Steamship Company. The Admiral Line is the agent for the company on this coast and is now operating a monthly service between the Atlantic and Pacific ports.

A resolution requesting National and Coast port authorities to urge the Government to compile and publish tonnage figures as well as valuations in Department of Commerce reports has been filed by the Seattle Port Commission. The resolution states that the publishing of value does not give the real index to the condition of commerce, while the tonnage figures would show exactly the volume of traffic handled by each district.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Oct. 11, 1920.

Regular weekly meeting came to order at 7 p. m., Andrew Furuseth presiding. Secretary reported shipping medium; members ashore plentiful.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

Vancouver, B. C., Oct. 4, 1920.
Shipping very dull; prospects uncertain.

R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Oct. 4, 1920.
Shipping medium; prospects uncertain.

H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Oct. 4, 1920.
Shipping dull.

P. B. GILL. Agent.
84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Oct. 4, 1920.
Shipping medium; prospects uncertain.

CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Oct. 4, 1920.
Shipping medium; prospects uncertain.

JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Oct. 4, 1920.
Shipping fair; members scarce.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Sept. 27, 1920.
Shipping and prospects poor.

JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters. San Francisco, Cal., Oct. 7, 1920.
Shipping slack. Nominated officers for the ensuing year and delegates to the I. S. U. of A. Convention to be held at Philadelphia, January 10, 1921.

EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Sept. 30, 1920.
Prospects uncertain. A number of members around.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock. Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Sept. 30, 1920.
Shipping very good. Few members ashore.

JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Julius Wang, No. 899, a native of Norway, age 40. Died at San Mateo, Calif., October 4, 1920.

The coast-to-coast trade still holds the center of interest. Offerings from the Atlantic are strong, and while the east-bound market is not exceptional, full cargoes are moving. European trade also holds steady. New Zealand offerings are slack, and Australia is only a little better. The west coast of South America is dull. The Hawaiian trade. consistent with the season, is slack. There is no demand for barley charters, and the chartering for wheat out of the more northern ports has practically closed. Lumber is still active, and oil fixtures are being made for all the routes.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

JACK AND HIS FRIENDS (?)

In the current issue of The National Marine Magazine appears an article by Felix Riesenberg extolling the monumental activities of the Seamen's Church Institute of New York and elsewhere in saving sailors from Satan, from the crimps and from themselves.

The article in question being highly gratifying in quality to the holy Joes and devil-dodgers, and their powerful patrons among the ship-owning fraternity, is profusely illustrated with photographs taken within and without the "Tower of Babel" on South street, New York City.

The illustrations are, of course, intended to show the world what a delightful abiding place has been provided by the goodness of heart and spare conscience money of the wealthy and class-inclined exploiters of all labor for the benefit of those ungrateful and unregenerate beasts—the seafarers.

The National Marine being one of the recently endowed monitors appointed by the reactionary Marine League to suppress the truth and praise the devil, naturally grabs Mr. Riesenberg's pleasing description and pretty pictures off a hot griddle and proceeds at once to accord them all the publicity and print display known to modern artcraft.

In his opening discussion of former maritime conditions, Mr. Riesenberg reveals himself as a waterfront tenderfoot, a recent arrival, with neither personal knowledge nor actual experience among such conditions. He also strikes us as being somewhat guileless and sanctimoniously inclined, and therefore easily deluded into writing glowing tributes to the glamorous present as compared with the dark and dismal eras of the past, without knowing the source, and sole contributor to present day improvements, amelioration and industrial and economic advancement among seafaring men—The Seamen's Unions.

Like most other civilians unacquainted with the historical facts of the situation, Mr. Riesenberg naturally assumes that present conditions are so because the devil-dodgers at the institutes and asylums have made them so. They are never made to realize that the so-called Seamen's Friends (?) Societies almost moved heaven and earth for a hundred years in their efforts to preserve and perpetuate the degrading conditions preceding the great reform movement inaugurated and completed by the outraged and plundered seamen themselves, for their own glory and renown, because they well realized that wherever or whenever the seamen became independent, prudent, sober and respectable they would cease to be the special wards and favorite sinners of the holy Joe societies, and since the aforesaid societies were founded upon a religious desire to curb and ameliorate evil conditions they could only flourish amid such conditions. Therefore, instead of contending for the seamen's advancement, they always either secretly aided, openly abetted or judiciously connived with the crimps for their moral and social degradation and economic undoing.

"Not so many years ago, in the days we read of," says Mr. Riesenberg, "the vast enterprise of shipping, laying the foundation of many an American fortune, flourished side by side with the sinister business of robbing sailors of their share in the profits of the sea.

"When old-timers think of the various 'houses' in those days, up and down Front and Water streets," continues our well read informant, "they wonder how the old boarding masters would have felt if wages then were half as good as now. Then," he reminds us, "sailormen out of the Port of New York signed on voyage after voyage for eighteen dollars a month. . . . Now the pay is a hundred a month in sail and eighty-five in steam."

Yes! Yes! All quite true and praiseworthy! Now, then! Hip-hip-hip—but vast shouting! Pipe down there a minute and find out first who we're cheering for, the sky pilots or the sea dogs?

We would remind Mr. Riesenberg that the first duty of an author is to become an authority; and to do that he should study both sides of his subject before attempting to submit either side for public edification.

It is quite true that in former years "the vast enterprise of shipping laid the foundation of many an American fortune." But it is equally true and less flattering that it established and maintained at the same time the most corrupt, treacherous and debasing system of human impressment and involuntary servitude that ever disgraced mankind, and that the so-called Seamen's Friends (?) Societies were always either active or silent partners to that corruption, and that none of them ever raised hand or voice, or spent a copper for its overthrow. That eighteen dollars per month was the regular wages of seamen during that period is a serious misstatement.

Eighteen dollars per month at the Port of New York was an exceptionally high rate of wages, only to be declared when shore industries were so brisk that the crimps and jackals could not succeed in rounding up enough unfortunate beachcombers, immigrants or other stragglers to fill out the ships' complements under false pretexts, promises, drunkenness or force.

Under ordinary conditions sailors signed on in the deep-water windjammers for fifteen or sixteen dollars per month, and under certain exceptional conditions, which we shall presently describe, the wages at times fell as low as twelve, and one year to seven dollars per month for long voyages.

But it mattered little to a sailor in those days whether his wages were fourteen or forty dollars per month, his first two or three months' wages were signed away to a boarding master or a sailors' home (?) when he sold himself, the balance went to the slop chest, and he would be either chased out of the ship penniless or paid off with the jib downhaul in a foreign port.

Now, under present improved conditions it may be somewhat enlightening to explain how far the Kingdom Come societies were responsible for the existence of the former "blood money" regime, and consider how much they have accomplished toward reform.

When, about fourteen years ago, one of the Seamen's (?) Church Institute Societies began a bumming campaign to collect a million dollars—more or less—with which to erect a new and modern orphan asylum on West street, New York, for the benefit of seafaring men, protests came from seamen in all parts of the country. Hundreds of sailors dropped their historic marlinspikes and grasped their fountain pens to write in and voice their solemn protests against this crowning disgrace. These protests, many of which found their way into the press, elicited some surprise among civilians at the time and a good deal of uneasiness among the sky pilots who conducted the bumming operations.

When the announcement came that the late Mrs. Russell Sage had decided to contribute $150,000 to "this worthy charity," the wrath of the misrepresented seamen knew no bounds.

On March 24, 1907, two hundred sailors, in regular meeting assembled at the old Union Hall, 51 South street, New York, unanimously adopted stirring resolutions bitterly assailing all "friend" societies and denouncing the existing propaganda to make seamen the puppets of a monumental fraud.

But the professional bummers kept on in spite of all protests, and finally succeeded in securing enough conscience money to erect a colossal non-union roost for the benefit and convenience of their patrons and promoters, the British steamship companies.

In some of the nicely worded begging circulars distributed among their purse-proud patrons at that time, the American Seamen's Friends (?) Society tearfully alluded to the old "Sailors' Home" at 190 Cherry street as "a feature of our city life for more than fifty years." Yes, it was a feature, a fraud, and a most reprehensible one, as we shall presently see. As originally designed, it was, no doubt, the bona fide intention of its founders and promoters to conduct the old Sailors' Home as a counteracting influence against the crimping system. But hell is paved with good intentions, 'tis said, and the American Seamen's Friends (?) Society, soon finding that it could not fight the organized and intrenched crimping system without incurring the ill will and antagonism of their powerful allies and supporters, the shipowners, prudently desisted from their noble attitude and adopted the course of least resistance.

Eventually the "Home"(?) was leased to a member of the crimping association and became the main pillar of this nefarious business. A number of prominent shipowners were elected to the board of directors and the Society then announced that the "Home" had been "leased under Christian influences" for the protection of

seamen. God save us from our protectors! For thereafter the Sailors' Home (?) at 190 Cherry street remained part and parcel of the corrupt and vicious crimping system until the day of its doom. The Seamen's Friends Society had tried to wash its hands of the institution by palming it off on the ever-greedy crimps, but the filth still clung and the stench of their treachery was never dispelled. Old sailors have long memories and they never forget the odious incidents of departed days.

As a member of the crimping system the Sailors' Home (?) at once adopted and always persisted in crimping methods in its dealings with seamen. Its practices were, if possible, even more reprehensible than those of the rest because conceived and executed under the cloak of religion.

In 1884 all advances of seamen's wages were absolutely abolished by Act of Congress. This Act fell like a bombshell amongst the waterfront brigands, and they spent two years conceiving and contriving underhand and unlawful methods designed to circumvent and nullify its provisions to the great distress and degradation of all seamen. But when all these fraudulent innovations had failed to bring about the desired results—then the opulent and supposedly religious superintendent of the Sailors' Home (?) placed himself at the head of a gang of well dressed and well primed beach pirates and proceeding to Washington, induced the members of Congress to substitute an allotment for the ancient advance system in the name of the holier-than-thou group which he represented. And for thirty-one years thereafter the allotment system remained in vogue, until finally abolished by the La-Follette Act; a false and flimsy pretense, a bane to our merchant marine and seamen and an everlasting disgrace to the American Seamen's Friends (?) Society.

The reverend secretary long ago admitted that all these indictments against the Society, as well as many more with which we have yet to deal, were all perfectly true, but he begged us not to publish them, as, he said, "It would interrupt our income and the Society is now trying to be good."

"When the devil was sick,
The devil a saint would be;
When the devil got well
The devil a saint was he."

Among all the jackals employed by the crimping association to debauch seamen. the runner of the Sailors' Home was the boldest and most insolent purveyor of contraband whiskey.

Mr. Riesenberg, in his article, alludes to ships anchoring off the Statue of Liberty. "Shore boats would put out from the Battery," he says, "carrying the crimps," bringing whiskey, etc.

Here again his imagination is at fault. Inward-bound windjammers never got as far as the Statue of Liberty before the crimps boarded them, and their boats never "put out from the Battery."

The crimps always maintained a lookout station at Stapleton, Staten Island, from whence the sea and lower harbor were constantly scanned with spy glasses for inward-bound ships. All ships arriving from foreign ports were, of course, required to anchor at the Quarantine Station off Staten Island, and as soon as the medical inspection had been completed and the doctors' launch had shoved off the crimping boats would surround the ship and the runners would come scrambling aboard like bramleykites around a dead coolie, with bottles of rotgut whiskey protruding from each pocket. As soon as the crew was drunk enough they would be individually assigned to whatever houses they had been persuaded by the various runners to patronize. When the runners had completed their canvass of the ship's crew they would return to their crow's nest on Staten Island and telegraph the results of their enterprises to New York. Then the town runners from the various crimping dens would meet the ship when she reached her berth and each would claim the victims mentioned by his fellow pirate at Quarantine.

If, by this time the crew was too drunk to dock the ship, the runners would take her lines on the pier and help make her fast and the skipper would pay them a fancy price and deduct it from the seamen's wages. The crimps would then load their drunken victims into express wagons with their dunnage and cart them "home."

Such was the usual modus operandi in such cases. The captains always permitted it, the shipowners encouraged it and the devil-dodgers sanctioned it.

On March 15, 1891, we arrived at Quarantine, 176 days out from Hiogo, Japan. The usual bunch of runners boarded us, of course, all modestly proffering pint flasks; but at length came Tommy Walker, the redoubtable runner of the staid and pious old Sailors' "Home," bringing a Standard Oil drum of standard size with a wire becket rove through two ear holes drilled in the top, full of Cherry street booze.

He slammed his trophy down on the forecastle floor with an ostentatious flourish, loudly proclaiming that no man could have a drink out of that can unless he was going to the Sailors' "Home" to board.

In 1893 the New York crimps sent a representative to England and negotiated contracts with many of the largest and wealthiest shipping firms in the United Kingdom for the shipment of their crews in the Port of New York. According to the terms of these nefarious contracts, the New York Crimping Association undertook to supply crews for all the signatory firms, excepting officers and apprentices, at a rate of wages not exceeding $15 per month, and to pay a rebate to the owners of $5 for every man so engaged. Immediately after this hellish deal had been consummated the advance in British ships sailing from New York was raised from $40 to $50 per month. Wages were fixed at a flat rate of $15 per month and shipping fees were raised from $10 to $15 per man.

Between the 15th of October, 1893, and the 15th of March, 1894, the first six months of a three-year contract, 70 sail of British ships entered New York harbor, all chartered to load case oil for the Far East, and all under contract to the New York crimps for the engagement of their crews.

Allowing 18 seamen as an average crew of each ship, which would be a reasonable estimate, we have a total of 1260 seamen. At $50 advance they were compelled to pay $63,000 in "blood money." At $15 each, they paid $18,900 in shipping fees, contrary to United States law. And of this sum the unprincipled British shipowners received $6,300 in "blood money" rebates. And as a member of the Crimping Association the Sailors' Home at 190 Cherry street was an active party to these base contracts, and during the three years they remained in force supplied hundreds of unfortunate victims to fulfill their hideous terms.

In 1894 the existence of these contracts was discovered by the agent of the Atlantic Coast Seamen's Union at New York. The names and titles of 28 of the signatory firms in Great Britain were learned and verified to a certainty, and these were sent to Mr. Eugene T. Chamberlain, who then was and, we believe still, remains, U. S. Commissioner of Navigation at Washington, D. C.

The following year the Commissioner referred to these abominable contracts in his annual report to the Secretary of the Treasury, so for the first time the matter was made public. Then when the contracts expired in 1896 the British ship mongers, finding that the cat was out of the bag, refused to renew them, although solicited by the New York crimps to do so. But by that time fully 10,000 hopeless victims must have been shanghaied under these villainous agreements; the majority of them never returned and many were lost at sea.

In December, 1894, this writer accompanied President Andrew Furuseth, of the International Seamen's Union of America, to the headquarters of the American Seamen's Friends (?) Society in an effort to secure the endorsement of the Society to the Seamen's Bills (the Maguire Bills) then pending in Congress. These bills provided, among other proposed reforms, for protection of seamen from brutal officers, for the protection of their health by providing sanitary forecastles and a scale of provisions equal in kind and quality to that served to convicts in the penitentiaries, for the abolition of the degrading crimping system, for seaworthy ships and the freedom of contract to labor and personal liberty vouchsafed all men under the Constitution of the United States.

The Reverend Secretary received us very coldly, fingered the bills very gingerly, as though they had been infected, pursed his lips wisely and at length announced that he would lay the matter before the next meeting of the board of directors.

About two weeks later we received a report from the Reverend Secretary informing us that the board of directors had decided at their last sitting that, while the Society was "deeply interested in the moral and spiritual welfare of seamen, it could not enter into any controversy between them and their employers."

When we came to examine the list of directors of the Society we discovered that an unduly large proportion of them were prominent shipowners and merchants.

What's the use to sue the devil when the court is held in hell?

In addressing the Committee on Cities of the State Legislature at Albany, in May, 1894, one of the most notorious

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OUR WASHINGTON LETTER

(By Laurence Todd)

If the workers in the industries and the stockholders in those industries cannot both be satisfied from the profits, then the workers are entitled to the first full share, because the stockholders can always go to work.

This is the argument of Father John A. Ryan, D. D., director of the Social Action department of the National Catholic Welfare Council, here, in a pamphlet on "Capital and Labor," which the Council has just issued. He takes the position that the purpose of industry is the production of a livelihood for those in the industry. They must have a standard of living that means steady improvement and self-respect. Private profits must be a later consideration. Greater production is to the benefit of both worker and capitalist, but between worker and capitalist there is no common interest when the product is distributed.

"As regards the division of the product," he declares, "the interests of capital and labor are mutually opposed. While labor participation in management and profit-sharing would considerably soften the conflict over the division of the product, it would not and could not soften the problem."

Dr. Ryan lays down the principle that all the people have the right of access to the earth's resources of livelihood under reasonable terms and conditions; that all have a right to a decent livelihood from work; that some have a right to more than a decent livelihood, because of higher usefulness; that stockholders have a right, after decent wages have been paid, to the prevailing rate of interest. But—

"The stockholders have other means of livelihood than their interest-income; they have their opportunity to work.

"If the workers are compelled to accept less than living wages in order that the stockholders may obtain the normal rate of interest, the elementary needs of the workers—their need of food, clothing and shelter—will be accounted less important than the desires of the stockholders to enjoy life's luxuries and superfluities.

"Therefore, justice requires that the owner of capital should not receive interest until all the workers have obtained remuneration equivalent to a decent livelihood."

This suggestion is very timely, since the country is being flooded with editorials and newspaper articles and special pleadings of all sorts, to the effect that "wages must come down, along with prices." There is a terrible anxiety lest profits of stockholders may come down.

Government officials here who keep track of foreign business conditions say that that's the point of this labor revolution in Italy—the stockholders were hogging the profits and starving the workers. The workers demanded that they be given a chance to see how the industries were run, and what were the profits, and who got the profits, and for what service. The business magnates were afraid to open their books. So the workers walked into the shops and grabbed the books and the machinery too.

They found, as they had suspected, that a lot of ornamenal "directors" were getting $5,000 a year or so, just to attend an occasional meeting of the board, when they knew nothing of the industry and were merely social patrons or friends of the stockholders. The stockholders charged these fat salaries up to "management." Then there were rake-offs for other social butterflies, politicians, military strutters, etc., under the pretense of business commissions, or wholesale agents, or any of the various frauds whereby the workers in an industry are cheated of the decent livelihood which Father Ryan declares is the right of labor first of all.

What has come of the Italian industrial revolution, thus far, is the putting of trade union committeemen on the boards of all industrial concerns, and trade union expert accountants in the offices, so that the labor power of Italy shall within a few months have a complete organization of brains in the actual management of all Italian business, and shall be able to cut out all of the side-graft which has been starving the workers and their families. Then, within a few months or a year at most, they are going to put their own men into the technical end of every business—experts in the processes of manufacture and handling of goods—so that they will be able to bring about more efficient production.

All of these committeemen of labor will then form a national organization which will plan out the further development and improvement of Italian industry as a whole, for the betterment of the Italian people as a whole. Of course, they will carry out Dr. Ryan's principle, that the first thing to be secured is a decent living for the workers themselves—and their standard of living will be steadily raised.

The keynote of the Italian industrial revolution is its peaceful, common-sense, bread-and-butter directness toward the goal of better production and fairer distribution of manufactured goods. "Even a college professor can understand it," as the Western phrase runs.

Reason for the peaceful acceptance of the new industrial state in Italy is given by a bureau chief, who says that the Italian labor movement includes a majority of the citizens, and that the present royal government holds office merely by consent of the workers, who may decide on a new government at any time.

It is in the light of the Italian events, and in view of the unanimous action of European labor against any further attacks upon Russia, that the resolutions adopted by a great majority in the convention of the International Association of Machinists at Rochester this week must be read.

These resolutions declare that the recent world war failed to establish the hoped-for democracy in the world; that instead a debt which will burden the shoulders of the working class for many generations has been fastened upon them; that the masters of industry have, through this war debt, been enabled to further enslave the workers through control of the cost of living, and that henceforth labor will be granted less and less of what it produces, if the master class has its way.

"The wars of the world," the resolutions say, "will never stop until those who are called upon to do the fighting and pay the debts take it into their own hands to establish peace on earth and the true brotherhood of man.

"The working people of Russia have established a new order of society responding to the needs of the times. The Russian Soviet Government has shown by word and deed that it is not waging war for the purpose of conquest; that it has committed no aggression upon any nation's territory; has attempted no conquest of other peoples, and has resorted to arms merely to defend itself against unjust attacks from the outside as well as the reactionary forces within."

They proceed to denounce the blockade and military measures of the American Government against Russia as illegal, and to call upon the Government to cease this hostility and to "leave the people of Russia in possession of their rights as human beings." Sympathy for the Russian Soviet Government is then formally expressed. The Machinists' international officers are instructed to "communicate with the labor officials of other countries" in which the governments might by agreement with the American Government seek to force the workers to take up arms against Russia, in order to "let the workers themselves decide whether there is cause for war or not." They call upon the officials of the A. F. of L. to do the same.

Beside this, the convention cabled to the British labor movement a message of congratulation on its sending to the British Government an ultimatum against any further war.

Expulsion of O. B. U. agents from the convention was the result of general agreement, especially among the Plumb Plan League workers, that the Machinists have never been in so strong a position to "deliver the goods" to the workers, and that any disruptive agitation to-day is treason to the working class. The tremendous ovation given Glenn Plumb tells the story of the spirit of these delegates of 300,000 organized craftsmen.

Collapse of the "bomb plot" charges made by most of the newspapers and press associations of the country when the explosion took place in Wall Street on September 16 has been accompanied by no apologies on the part either of Attorney-General Palmer or his detectives or by the anti-labor press which tried to insinuate a connection between the explosion and Palmer's refusal of labor's demand that he release political prisoners. John Donlin, president of the Building Trades department of the A. F. of L., hit the nail on the head when he declared, promptly, that the blast would be found to have been an accident, due to a collision with a dynamite wagon which was on the street in violation of law.

Secretary of State Colby, formerly for a brief time on the Shipping Board, is another official who has not apologized. His grievance against the Labor Press Association whose reporters he has just excluded from the confidential interviews at the State Department, is that it has printed some parts of his class-propaganda, and that it has complained when he tried to color the news about Poland, Haiti and other countries so as to cover up the imperialist and aristocratic tendencies of his game.

Your correspondent, who had the honor to "have it out" in open verbal combat

with Colby and to be given the door in consequence, has never published all of the "inside stuff" that was conveyed to the newspaper men at these secret conferences. He has never, for example, mentioned a bitter attack on the shipyard workers as profiteers and hold-ups; nor an unfriendly comment on a great religious organization that is doing splendid service to the organized labor movement; nor sneers at the cause of the Irish race.

Anyone who approaches the State Department, under Colby's regime, with a cause that appeals to working people and to lovers of human justice, will discover the reason why Colby does not want to be questioned by the representatives of the workers' press.

ATLANTIC COAST AND GULF

(Continued from Page 9)

crimps in New York said in his opening remarks, made in our presence:

"Mr. Chairman, and Gentlemen, I represent the Sailors' Landlords Association, the Shipowners' Association and The American Seamen's Friends Society of the Port of New York."

If that crimp had never told the truth before, he told it then, for he represented the forces that had sent him and was authorized to speak for them all.

But as we shall have a great deal more to say on this interesting subject in future issues of the Journal, we must draw the line for the present, having already exceeded our allotted space. But we would gently admonish all magazine writers wishing to become famous by writing fancy sea tales to learn their subject at first-hand before they begin. All so-called Seamen's Societies and Institutes are cloistered business ventures pure and simple. Under the cloak of religion they can solicit capital without hindrance, exploit seamen without reproof and erect lordly skyscrapers without taxation.

They have never done anything to improve the seaman's conditions, to raise his wages or protect his person, nor can they prove that they have ever saved a soul.

They are now reaping golden harvests where they have never even planted a mustard seed.

They are creating paper mates and discouraging good seamanship; they are attracting droves of foreigners to the Merchant Marine and displacing hundreds of Americans.

Honest American seamen will never submit to being made the objects of public philanthropy and charity drives.

We do not believe in the religion they preach and never practice. If we cannot get to heaven with the religion we learned at mother's knee, then we'll have to become albatrosses and forever fly 'round Cape Horn.

JAMES H. WILLIAMS.

Special Notice

The following named seamen, or any of them who were on board a steamship in collision in New York Harbor on March 17, 1919, are requested by The City of New York to report or communicate with Mr. Anthony Johnson, Room 1540 Municipal Building, New York City:

Edward Christiansen, Seamen's certificate No. 33286.

Gustave Faulk, Seamen's certificate No. 66081.

John Spavas, Seamen's certificate No. 68016.

N. Hansen, Seamen's certificate No. 63983.

JAMES H. WILLIAMS.

A REMEDY THAT WILL CURE

The New York Legislature could have stopped rent profiteering by changing the tax laws. It could have put upon land values, aside from the value of improvements, the entire cost of running the government. It could have abolished all taxes save upon land values and made the tax high enough to absorb the entire rental value of land. That would have made the holding of land unprofitable except for use. Consequently all land having any value would by this time have been put to its best use. Consequently there would have been enough new buildings erected to make competition between houseowners sharp enough to force rents down. But to have done that would have interfered indirectly with private ownership of land. The Legislature did not want to do this. It preferred to give the rent-gouger a longer lease of predatory opportunities. It has done so.

THE ORIGIN OF "DIXIE"

A monograph in the London Financial Times on the history of the old Citizens' Bank of Louisiana, at New Orleans, reveals the origin of the name "Dixie Land"—the term applied now to all the Southern states and preserved in the famous Southern war song, "Dixie." Prior to the Civil War the Citizens' Bank, having the power to issue paper notes, issued several millions of bills in denominations of $10 and $20, but mostly $10. The $10 bills were engraved in French with the French word "Dix" featured on their backs. The bills became known as "Dixies," and this money becoming popular, Louisiana was referred to as the "Land of Dixies," or "Dixie Land." Eventually the term was so broadened as to apply to all the Southern states. This seems a very acceptable explanation of the origin of the term, which has been the subject of so much discussion.—Cleveland Press.

"This great country, which we are pleased to call ours, belongs, by legal title, to a few landlords whose number and proportion to the whole people are annually growing less."—James G. Maguire.

"When there is a great demand for labor in agriculture, and wages are high, there must soon be a great demand for labor, and high wages in all occupations."—Henry George.

The dendrograph is an instrument that has been invented for recording growth and other variations in the dimensions of trees.

"We propose to abolish poverty by the sovereign remedy of doing to others as we would have others do unto us; by giving to all their just rights."—Henry George.

International Seamen's Union of America

(Continued from Page 5)

LAKE DISTRICT

SAILORS' UNION OF THE GREAT LAKES

Headquarters:
CHICAGO, Ill.....355 North Clark Street
PATRICK O'BRIEN, Secretary
THOS. A. HANSON, Treasurer
Phone State 5175

BUFFALO, N. Y.....GEORGE HANSEN, Agent
55 Main Street. Phone Seneca 5588

CLEVELAND, O.....E. J. SULLIVAN, Agent
308 W. Superior Avenue. Phone Main 1842

MILWAUKEE, WIS.....CHAS. BRADHERING, Agent
162 Reed Street. Phone South 598

DETROIT, Mich.....K. B. NOLAN, Agent
44 Shelby Street. Phone Cherry 342

ASHTABULA HARBOR, O.....J. W. ELLISON, Agent
74 Bridge Street

TOLEDO, O.....S. R. DYE, Agent
618 Front Street. Phone Bell Navarre 1823

NORTH TONAWANDA, N. Y.....J. MURPHY, Agent
122½ Main Street. Phone 890

SOUTH CHICAGO, Ill.....B. DAFOE, Agent
3308 E. 92nd Street. Phone South Chicago 7666

SUPERIOR, Wis.....W. EDGEWORTH, Agent
332 Banks Avenue

CONNEAUT, O.....W. J. WILSON, Agent
992 Day Street

MARINE FIREMEN, OILERS, WATERTENDERS AND COAL PASSERS' UNION OF THE GREAT LAKES

Headquarters:
Buffalo, N. Y., 71 Main Street
Telephone Seneca 48
THOS. CONWAY, Secretary
ED HICKS, Treasurer

Branches:
ASHTABULA HARBOR, O.....74 Bridge Street
Phone 428-W

SUPERIOR, Wis.....332 Banks Avenue
Phone Broad 131

CONNEAUT HARBOR, O.....992 Day Street

SOUTH CHICAGO, Ill.....3308 E. 92nd Street
Phone South Chicago 7666

TOLEDO, O.....618 Front Street
Phone Bell, Navarre 1823

CLEVELAND, O.....1012 Superior Avenue
Phone Main 866

MILWAUKEE, Wis.....162 Reed Street
Phone South 598

DETROIT, Mich.....44 Shelby Street
Phone Cadillac 543

CHICAGO, Ill.....332 N. Michigan Avenue
Phone Central 8460

NORTH TONAWANDA, N. Y.....122½ Main Street
Phone 890 P. J.

MARINE COOKS AND STEWARDS' UNION

Headquarters:
Buffalo, N. Y., 35 West Eagle Street
Telephone Seneca 896
J. M. SECORD, Secretary

Branches:
CHICAGO, Ill.....355 N. Clark Street
CLEVELAND, O.....308 West Superior Avenue
MILWAUKEE, Wis.....162 Reed Street
ASHTABULA HARBOR, O.....74 Bridge Street
SOUTH CHICAGO, Ill.....3308 E. 92nd Street
CONNEAUT HARBOR, O.....992 Day Street
TOLEDO, O.....618 Front Street
NORTH TONAWANDA, N. Y.....122½ Main Street

PACIFIC DISTRICT

SAILORS' UNION OF THE PACIFIC

Headquarters:
SAN FRANCISCO, Cal.....59 Clay Street

Branches:
VANCOUVER, B. C.....P. O. Box 571
TACOMA, Wash.....2016 N. Thirtieth Street
SEATTLE, Wash.....84 Seneca St., P. O. Box 65
ABERDEEN, Wash.....P. O. Box 280
PORTLAND, Ore.....88½ Third Street
SAN PEDRO, Cal.....P. O. Box 67
HONOLULU, H. T.....P. O. Box 314

MARINE FIREMEN, OILERS AND WATERTENDERS' UNION OF THE PACIFIC

Headquarters:
SAN FRANCISCO, Cal.....58 Commercial Street

Branches:
SEATTLE, Wash.....64 Pike St. Viaduct, P. O. Box 875
PORTLAND, Ore.....242 Flanders Street
SAN PEDRO, Cal.....613 Beacon St., P. O. Box 574

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters:
SAN FRANCISCO, Cal.....42 Market Street

Branches:
SEATTLE, Wash.....Room 203, Grand Trunk Dock
P. O. Box 214

SAN PEDRO, Cal.....P. O. Box 54

ALASKA FISHERMEN'S UNION

Headquarters:
SAN FRANCISCO, Cal.....49 Clay Street

Agencies:
SEATTLE, Wash.....84 Seneca St., P. O. Box 42
ASTORIA, Ore.....P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC

Headquarters:
SEATTLE, Wash.....84 Seneca Street

Branches:
SAN FRANCISCO, Cal.....49 Clay Street
VANCOUVER (B. C.), Canada.....437 Gore Avenue
PRINCE RUPERT (B. C.), Canada.....P. O. Box 1675
KETCHIKAN, Alaska.....P. O. Box 201
PETERSBURG .....Alaska
UNGA .....Alaska

UNITED FISHERMEN OF THE PACIFIC

ASTORIA, Ore.....P. O. Box 138

FERRYBOATMEN'S UNION

C. W. DEAL, Secretary
SAN FRANCISCO, Cal.....166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal.....F. E. McFARLANE, Agent
46 West Main Street

BRITISH COLUMBIA STEWARDS' UNION

FRED WALSH, Secretary
VANCOUVER, B. C.....311 Hastings Street, West
Room 2. Phone Seymour 3976

Labor News

More than 8,000 coal miners have won their strike against the contract system maintained by the Pennsylvania Coal Company.

During the first six months of the present year the International Molders' Union of North America paid $163,498.20 to its members in sick benefits.

The 5 and 10 per cent. wage offer made by pottery works' owners has been accepted by a referendum vote of the National Brotherhood of Operative Potters.

Bricklayers in Cedar Rapids, Iowa, employed by the Leonard Construction Company have suspended work to enforce a rate of $1.25 an hour. Former rates were $1.10.

The membership of the International Brotherhood of Bookbinders is nearing the 25,000 mark. The last report placed the figure at 24,496.

President Wilson approved the majority report of the anthracite coal commission, increasing the wages of contract miners 20 per cent. over present rates.

The last report of the Brotherhood of Painters and Decorators shows a membership gain of 3432 in one month. The good standing membership was 123,436 and is still going up.

Associated silk manufacturers in Paterson, N. J., have qualified for vaudeville. They appropriated $3,000 to conduct an agitation for the non-union shop, which, they declare, "is in no way hurtful to the legitimate activities of trade unions." The bosses aver non-union employes must not lose their independence.

The interests behind Governor Allen's "can't-strike" law are whispering that Kansas needs a few troops of State constabulary to "protect the farmers from thieves." Trade unionists are alert to this siren song which has been sung in eastern legislative halls by corporation lobbyists during the past several years.

The eleventh quarterly report of the Bloomington (Ill.) Co-operative Society shows that all records have been broken and a 9 per cent. dividend declared. Five per cent. of this amount is returned to members, proportioned on the basis of money spent at the store. This system of returned savings is known as the Rochdale plan.

In the financial column of a Philadelphia newspaper it is stated that the Federal Government of Brazil is considering plans for the issuance of $50,000,000 in bonds to be used for the erecton of homes for working people in Rio de. Janeiro to relieve the housing shortage. The homes are to be sold on payments spread over a period of twenty years, with very low interest charges.

In a letter to A. F. of L. headquarters, Thomas A. French, secretary of the Arizona State Federation of Labor, makes this report on labor's non-partisan activity in the primaries of that State: "The results thus far have proven that the non-partisan program is a success, and had we not adopted this method we would have lost all offices in Arizona. Among the State candidates nominated who are favorable to labor are the following: Supreme Court Judge, Secretary of State, Attorney General, State Treasurer, State Mine Inspector, State Auditor, Corporation Commissioner and Congressman."

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
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Bradsbery, Geo.
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SAN FRANCISCO

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Smith, Carl, Johan
Svanson, Harold
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Thaysen, Arthur
Thompson, T.

INFORMATION WANTED.

Members of the crew of the S. S. "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members, and the respective amounts due thereon is as follows:

Amudsen, R. $22.50
Mattson, Geo. J..... 22.50

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Members of the crew of the "West Katan," whose claims for salvage services rendered to the S. S. "Flavel" is being handled by the undersigned: It has just come to my attention that the Shipping Board have asked you to sign vouchers in settlement of the salvage claim. I was offered one-half-month's wages which was refused. It appears that they are endeavoring to get you men to settle directly. I advise that none of you accept this as it is grossly inadequate. At least you have no right to accept any settlement without consulting me. Silas B. Axtell, Attorney for Seamen, 9 State Street, New York City. 10-6-20

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INFORMATION WANTED

Charles Bernard Wilson, born in Stevenson, Alabama, write or come to your mother, Flora M. Wilson, 719 18th street, Oakland Cal., care Mrs. J. Buck. 9-22-20

Portland, Or., Letter List

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Lowrey, John
Loderson. John

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In fairness to the men on the next ship receiving this collection you should take reasonable care to prevent loss or damage to any book.

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Ettersen, Ward
Harns, Ed.
Johnsen, Hilding
Larsen, John
Lame, Pat.
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Matson, Rolf.
Mulligan, Ed.
Nickols, Henry
Sandel, T. S.
Stronberg, Pet.
Stewart, A. J.
Solberg, B. P.

INFORMATION WANTED

Any one knowing the whereabouts of John B. Isaacs will please notify Chas. F. Bullock, Marine Cooks' and Stewards' Association, 321 Twentieth street, Galveston, Texas. Matter of great importance. 3-31-20

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SAN FRANCISCO

Home News

All federal prisoners in the Maryland state penitentiary will be removed to other institutions as a result of an investigation of charges of brutality in the Maryland institution, according to an announcement by the Department of Justice.

Farmers are compelled to pay 10 per cent. for credits even on the best of security and this condition may affect the movement of record crops, said George Hampton, managing directon of the Farmers' National Council. "The farmers' end of the help from the Federal Reserve Banks system," he said. "is not only the small end of the horn, but practically the disappearing end."

Leprosy, a scourge of humanity since early history, apparently has been conquered by officers of the United States Public health Service in the leper colony at Kalihi, Hawaii. Forty-eight sufferers of the dreaded malady who have been subjected to a new method of treatment have recovered to such extent as to warrant their release on parole, and after a year not one has shown a symptom of recurrence.

The American people are eating less meat, according to Dr. John R. Mohler, chief of the Federal bureau of animal industry, in an address before the convention of the Institute of American Meat Packers. During the past year, the speaker said, the consumption of meat, per capita, decreased eight pounds. He said this was considerably less than the average consumption before the war and that the decrease will have an unfortunate effect upon the livestock industry if continued.

Strong opposition to the further admission of Japs was recorded by the annual encampment of the veterans of foreign wars, held in Washington. Resolutions demanded the abrogation of the Root-Takahira agreement, known as "the gentlemen's agreement," which permits the admission of certain classes of Japs to the United States. The veterans also demanded the adoption of an amendment to the Federal Constitution refusing American citizenship to any child whose parents are not eligible to citizenship.

In New York the lines are shaping for a struggle between the dairymen's league and milk distributers, middlemen and milk condensing firms. The league insists that producers should control the price of milk and farmers all over the State are signing their names to this declaration and pledging support to co-operative marketing, which its advocates declare will eliminate the middlemen. The milk condensing concerns threaten to close down because of surplus stock. It is stated that one concern has $75,000,000 worth of stock in storage.

Starting with September 1 the government ended its policy of meeting the deficits of the railroads by reaching into the treasury of the United States. Under the Cummins-Esch bill the railroads were given this guarantee for six months after the passage of the act. Under this system Uncle Sam footed the bill for the recent outlaw railroad strike. It is whispered that some of the railroad managers lost little sleep over this outburst, because the government would meet all charges and they believed the outlaws might possibly succeed in permanently dividing the railroad labor organizations.

Domestic and Naval

Rear Admiral Long, who has been in command of division 4 of the Atlantic fleet has been appointed Director of Naval Intelligence, succeeding Rear Admiral Albert C. Niblack, recently assigned as naval attache at London.

More than 750 merchant ships are tied up in British ports, and several hundred in Japanese harbors, according to official dispatches received from London. Low freight rates and the general slump in ocean traffic are said to be the cause.

Completion of a sales agreement under which Louis M. Atha of New York is to purchase ten composite vessels, aggregating 40,000 deadweight tons, for $1,400,000, was announced recently by the Shipping Board.

The American minister reports from Christiania, Norway, that at a recent meeting of the Christiania Rederiforening (Christiania Shipowners' Association) the chairman stated that shipping freight rates have declined 100 per cent. in the past six months and time charters have dropped from 45s. to 20s. per ton.

The Shipping Board oil station at St. Thomas, Virgin Islands, does not undertake to furnish supplies to vessels other than those owned by the Shipping Board, and in view of the shortage of stock at the disposal of the Board, it is unlikely that bunker oil can be had by private vessels at this port. The same conditions apply to the Shipping Board oil station at Honolulu.

At the end of the fiscal year June 30, 1920, the total American registered, enrolled and licensed shipping, according to the returns of the Bureau of Navigation, Department of Commerce, consisted of 28,182 vessels of 16,324,013 gross tons, compared with 27,513 vessels of 12,907,300 gross tons on June 30, 1919. Of the year's increase nearly 90 per cent. consists of seagoing vessels of 1000 gross tons or more built at public expense and owned by the United States Shipping Board.

Destructive effect of the Nation's coast defense guns against an armored warship will be tested for the first time in an experimental bombardment of the old battleship Massachusetts. The Massachusetts will be turned over to the War Department about November 1 to be used as a target for the twelve-inch coast guns and mortars of Pensacola, Fla. Although the Massachusetts was constructed about twenty years ago, her eighteen-inch armor approximates that of the latest battleship. The ship will be anchored at a range of about three miles.

The campaign for the enlistment of Californians for the superdreadnaught "California," now under construction at Mare Island, has extended its scope of activities to embrace not only naval recruiting stations, but those of the marine corps also. The marine guard of the new battleship is to be composed entirely of native-born Californians, according to an announcement made at marine recruiting headquarters. The U. S. S. "California" is expected to be ready for sea in the early part of January, 1921. The new plan to man battleships entirely by natives of the States after which the vessels are named is expected by naval officials to benefit morale and stimulate competition in efficiency by the various ships crews.

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Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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INFORMATION WANTED.

The following named members of the crew of the S. S. "Kenebec," who helped salve the schooner "Thomas L. Wand" on November 19, 1919, have vouchers ready to be distributed at our office:

Demetre Sakelaris, $46.80; Carl Puika, $56.72; Isidro Flores, $50.55; Janes Franco, $50.55; Daniel Rodrigues, $50.55; Rafael Corrillo, $50.55; Dimity Sacelarius, $50.55; Siegor Sorensen, $50.55. Levy & Levy, Lawyers, Trust Bldg., Galveston, Texas. 10-6-20

Anyone who was acquainted with the late Chas. Erickson, discharged from the U. S. Navy in 1896, and subsequent thereto sailing on the Pacific Coast, will confer a great favor upon his widow, Mrs. Charles Erickson, by communicating with her at P. O. Box 15, San Pedro, Cal. Mrs. Erickson is anxious to establish certain facts relating to the physical condition of her late husband prior to his discharge from the U. S. Navy. 1-28-20

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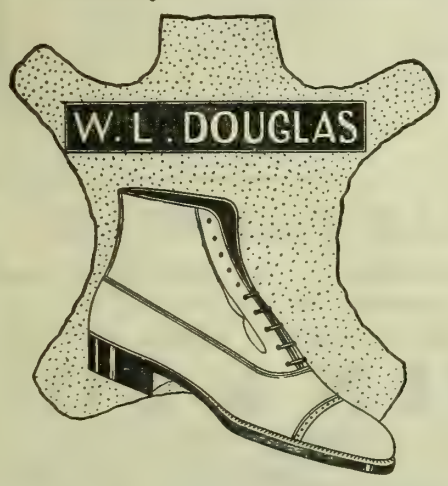

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News from Abroad

The British Government has given official notice that, owing to raids by Sinn Feiners on the stations, light and fog signals on the Irish Coast can no longer be relied upon.

Maximum freights on mineral oil from America have been raised by the Norwegian Government from Kr. 100 to Kr. 140 per ton for Gulf loading, other ports being raised on the same scale.

The organization of the Central American Union Navigation Company is announced in a circular just issued by the International Central American Bureau. The company is to engage in the Central American coast trade.

The area under crop in Australia this season is 11½ million acres, which is an increase of 3½ million acres over last year. Four of the wheat-growing States have entered into arrangements for a compulsory wheat pool for the 1920-21 crop.

The estimated amount of the exportable surplus of the Burmah rice crop for the current year has been fixed at 1,800,000 tons of cargo rice, and it is announced in the Rangoon Gazette that this will be strictly under Government control.

On the plea that Dutch shipping companies are taxed in various countries, such as Great Britain and her Colonies, France, Spain, Greece, and the United States, the Dutch Government has been advised by Dutch shipowners to levy a similar tax upon the foreign shipping companies which use Dutch ports. Under this pressure the Dutch Government has appointed Mr. J. F. Dykstra to investigate and report.

During the first six months of the year 277 steam vessels have been launched in British shipyards, aggregating 969,840 tons, according to reports received in shipping circles. At the same time nineteen sailing vessels of 7433 tons were sent down the ways. The largest vessels now building in these yards is under 25,000 tons, three of them are in excvess of 20,000 tons, while sixty-three are over 10,000 tons and 211 over 500 tons.

In order to prevent a panic the Japanese government has arranged to make a loan to the Tokio stock brokers and the 74th Bank of Yen 80,000,000 ($41,200,000). These loans are an old practice of the Japanese government and it is believed that this form of paternalism is not a real help to Japanese industry for the reason that it encourages over-speculation which is the cause of the present depression in the land of the Mikado.

Norwegian undercutting on the freight markets of the world is believed to be a thing of the past, for the reason that Norwegian shipping, already heavily taxed, is likely to be called upon soon to face even greater imposts. The Norwegian budget for 1920 shows a deficit of Kr. 60,200,000, which will have to be met by borrowing, but in any case the interest on this sum will have to come out of taxation and as the leading industry of Norway, shipping will be called upon to shoulder most of the burden. The per capita debt of Norway is Kr. 391.11, or $104.82 at par exchange, which compares with $235.34 for the United States, but in the light of the potential productivity of both countries, Norway is far from being as well off as the United States in the matter of national indebtedness.

With the Wits

"Hi there, sir," shouted a Florida landlord to a departing guest who was rushing for the train, "you've dropped your pocketbook." "All right," shouted back the guest without stopping, "I've no further use for it."—New York Globe.

"If my boy Josh ever goes into politics," remarked Farmer Corntossel, "I reckon he'll be one o' these fav'rite sons." "What makes you think so?" "He works terrible hard for the first few days an' then isn't heard from the rest of the season."—Washington Star.

"Pa, what's a slush fund?" "It's a large sum of money raised by an opposing political party for corrupt purposes." "But, pa, dosen't your party ever have a slush fund?" "No, my son. We merely raise a little money for legitimate expenses."—Birmingham Age-Herald.

The suitor had stated his case in a few halting sentences. "But have you achieved any success in life?" asked the adored one's father. "Oh, boy! Have I?" blurted the happy youth. "Why, didn't I make it clear to you that your daugher has promised to be my wife?"—Buffalo Express.

"I am negotiating for the services of a hired man," said Mr. Cobbles. "How are you getting along?" "First rate. He seems to like my motor-car pretty well, and the table board and the jazz records we bought for our phonograph. All we've got to do now is to decide on the wages and the number of hours a day he thinks he can work without injuring his health."—Birmingham Age-Herald.

"Hiram," said Mrs. Corntossel, "what bandwagon are you going to ride on?" "Mehitable," was the reply, "I know how I am goin' to vote, but I won't be flourishin' on any band-wagon. I am not sufficiently prominent to have a seat and be examined by the admirin' populace. I'm only one of the fellers that are supposed to be proud and happy if they are invited to climb down every now and then and crank up the car."—Washington Star.

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

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THE SITUATION IN ITALY

A Review of the Recent Industrial Upheaval in That Country

The doings of the Italian workers in recent months have attracted world-wide attention. Their importance, from a news standpoint, has been regarded as second only to that of the Russian revolution.

It is quite clear, however, to those who can read between the lines that all has not been told with reference to the situation in Italy. This is especially noticeable as to the conditions out of which the present developments in that country have sprung. Yet without knowing something of those conditions a fair understanding of the developments can not be had.

Those interested in the subject will find much light on it in the following article by Mr. Arthur Livingston, reprinted from a recent issue of The Survey.

Recent events in Italy have not followed just the course that was projected by the Socialist Congress of Bologna, held in October, 1919. That Congress, marking an epoch in Italian Socialism, voted overwhelmingly for a "maximalist" program—the "immediate" seizure of the means of production and transportation by the working classes. The plan of the Congress called, however, for an orderly agitation under responsible leadership leading up to the establishment of a central revolutionary authority under the control of the labor unions, which, in some way undefined, would be able to seize power. Everyone remembers the immediate consequences of that vote. The Socialists won notable victories in the November elections, dividing honors with the revolutionary Catholics. The hopeful masses believed quite generally that the revolution had been voted in. In a few towns power was actually seized, and almost everywhere spontaneous rioting occurred. But the results were disappointing. Nothing of a prominent nature was inaugurated. One hundred and fifty-six Socialist deputies went to Rome and said many clever things in the course of a few months—the Catholics again dividing the honors. But it looked as though the revolution had talked itself to death.

The next developments, however, were of profound significance. In Turin the compact organization of the General Federation seemed suddenly to fall to pieces. The revolutionary workers in the factories there began impromptu to form the celebrated "shop councils," quite independently of the labor chambers, of the trade federations and of the national directorate of the greater federation. And with these councils came a new form of agitation. Ever since the late winter of this year the seizure of factories has been of common occurrence; and the "strike on the job" (ostruzionismo) became one more terror to be added to the daily torment of the capitalist. Immediately the General Federation, and eventually the Government also, adapted themselves to the new conditions. The Federation recognized the shop councils; the Government on irrelevant grounds legitimized some of the seizures. The shop councils and not the old cumbersome organizations became the advance guard of revolutionary agitation. The movement culminated in July when the shop councils planned a general seizure of factories throughout Italy. For lack of co-ordination and owing to the opposition of conservative elements in the labor organizations this operation failed, not, however, without laying the foundations for the events of August and September where the social revolution in Italy has registered very material gains.

The movement of August 20, when a policy of "obstructionism" was nationally inaugurated in the steel trade, owed its paralyzing power to the fortunate consensus of all the diverse elements in the Italian metallurgical industries—the Syndicalist Union (anarchical), the official Federation of Iron Workers (the F. I. O. M., affiliated with the General Federation), the Italian Labor Union (patriotic Socialist) and the Catholics. Taking advantage of a public demand for high taxes on profits, and of the announced intention of the manufacturers to resist any further demands for increased wages, the iron and steel workers called for such a new increase. The issue developed with all the formalities of chivalry. It was taken for granted on both sides that this struggle was to be a final show-down of relative strength, where the real points involved would be not money but principles. This was made clear by the workers in their refusal to consider any question as to whether the industry could stand a new wage increase; and by the manufacturers in their indifference to the question of arbitration. In answering the obstructionism of the workers by the lock-out the manufacturers hoped to put the question squarely up to the Government. If the workers went into the shops, drew their pay, and ran the machines but produced nothing, had the owners the right to close the shops? Would the Government uphold the rights of private property to that extent? The workers answered the lock-out by occupying the factories and trying to run them on their own account. The Government refused to allow the issue to be transported to the ground of legal precedent, and strove to effect a compromise.

It is in this evasion that the deep significance of the Italian disturbance lies. For whether or not the present agreement between labor and capital as to joint control of production proves permanent or not, the principle that public policy is superior to private property rights has entered into the Italian national consciousness. With practically no bloodshed, and with relatively little confusion as compared with the magnitude of the issues involved, on a basis of free and frank public discussion of the most vital interests of individual, group and nation, Italy has set out on an experiment in co-operation that is headed toward a form of industrial communism.

From this point the field is open to prediction, in which people will indulge in one sense or another as interest and temperament decide. To that large majority of American editorial writers who have outdone each other in picturing Italy as on the brink of something appalling, it may be comforting to reflect that among the possibilities is the chance that Italy may be on the brink of solving the whole question of industrial unrest. And that other group of enthusiasts who already see Bolshevism installed within the bosom of the Entente may be reminded that no one of importance in Italy foresees any immediate prospect of a thoroughgoing communization of Italian life. The accepted doctrine there is still that of the revolutionaries of the Right, that a communistic Italy cannot survive as an island in a capitalistic Europe.

Clearly the Italian Foreign Office and the agencies of the international press have done little to illuminate the conditions out of which the developments in Italy have sprung. One mystification emanating from both these sources has been the overemphasis laid upon the Fiume question, and the failure to point out that the real issue in foreign relations that has been exercising the Italian public has been Russia. To be sure there has been some honest self-deception in all that. The riots of May-July, 1919, were necessary to call the Italian government itself back from its absorption in the intrigues of Paris. But it is fair to say that taken by and large the Fiume issue has been a pastime of Italian politics to distract the public mind, and especially the foreign mind, from the realities of Italian conditions. What those realities have been we can here suggest only in a most general way.

Among them has been the complete isolation of the Italian government, of the Italian "governo," from any vital contact with public issues or with public opinion. Whenever, since the Armistice, anything has been done in Italy, it has been done by the parties interested in doing it; the "governo" has been a bureau of registration, empowered to take cognizance of established facts. It has accepted the seizure of Fiume by patriots, the seizure of lands by co-operatives, the seizure of factories by workers, the seizure of fortresses by subject States (Valona), the seizure of ships by sailors, and the seizure of public buildings by local populations. This means that the respect for political democracy in Italy has been seriously and progressively weakened. In fact, do we not owe to an Italian premier (Orlando) a syndicalistic definition of the ballot as the expression of an economic interest, and of the new concept of the State as the union of economic groups? And is not the most significant debate of the Italian Senate the debate as to whether it should not abolish itself?

Among them, also, has been the neutralization of the Italian army, a reality corollary to the preceding. There is no power on which the present Italian régime has been able effectively to rely. The army is moved about with the permission of the labor unions in

operations only of which the labor unions have approved.

Among them, again, has been the vitalization, the coming into self-consciousness, of various groups, assembling around one interest or another to transform the moral and intellectual texture of the nation. Vital forces in Italy to-day are the owners of wealth, on the one hand, and the workers on the other—the two great forces the clash of which is giving new direction to the national life. Add to these the co-operatives, grown powerful in numbers and in activity, which are contributing to the establishment of the new economic consciousness of the nation. Then there is the church which has immensely broadened the scope of its aims and its action, rousing millions of Italians to a new outlook on the social problem. Again there are the soldiers of the late war, men who feel bound together by a common effort in a great cause and who are determined that not all the promises of a new kind of Italy for the future shall remain unfulfilled. Finally come the "intellectuals" of the country, the heirs of what has been called Italian culture, men trained to critical method and dispassionate judgment, men respected by all classes of people for the brilliancy of their discussion of public questions and their devotion to their ideals and to the nation. Such groups are asserting themselves in terms of direct action; and each of them is making itself felt in proportion to its real strength. That is why Italy, to-day, of all victorious powers, presents the picture of a nation governed more by actual public opinion than by force and by phraseologies. That is also why, in the face of a great social transformation, "the public" is neutral between the conflicting parties, giving no mandate for slaughter to elements who would otherwise be inclined to settle great issues by the strong arm.

There is an old phrase to the effect that "Italy will do it herself." It was in the spirit of that phrase that the country faced the consequences of the peace of Vienna. It is in something of the same spirit that she will handle the worse mess inherited from Versailles.

THE "RATE OF EXCHANGE."

The fluctuation in the rates of exchange for foreign moneys, consequent upon the war, has created a difficulty in the settlement of seamen's wage accounts. In the case of foreign-going vessels discharging crews at American ports it is customary to charge the "rate of exchange" for all money paid in foreign ports during the voyage. The difficulty arises in the effort to determine the rate of exchange at a given place on a given day.

A consideration of the law on the subject is necessary to an understanding of the problem. Section 4548, Revised Statutes, reads as follows:

> Moneys paid under the laws of the United States, by direction of consular officers or agents, at any foreign port or place, as wages, extra or otherwise, due American seamen, shall be paid in gold or its equivalent, without any deduction whatever, any contract to the contrary notwithstanding.

Assuming that the law includes all moneys paid by the ship master as part payment of wages, its meaning seems clear and explicit. Gold is practically out of circulation in every country, including the United States. Payments of money in port are made in the paper currency of the respective countries. Accordingly it would seem that the legal requirement of "gold or its equivalent, without any deduction whatever" means that moneys paid in paper or any form other than gold shall be chargeable only in the amount of gold into which the foreign currency can be converted. Thus, a one-pound note can be converted into, say, $3.50 gold; therefore all moneys paid in one-pound notes should be chargeable only at the rate of $3.50 per pound. So regarded, the question seems quite simple. But another element enters into the case which somewhat complicates matters.

The paper issued by foreign governments is the equivalent of gold in the country of issue. For instance, a British one-pound note is the equivalent of a British gold sovereign, just as, in the United States, a five-dollar bill is the equivalent of a five-dollar piece. Consequently, the shipowner sometimes takes the position that payments made to seamen in paper money are the equivalent of gold at the place where the payment is made, and therefore the seaman is chargeable on the basis of gold (normally $4.8665 per pound sterling), irrespective of the fact that the paper money received by the seaman may be worth in the United States only $4 or less per pound sterling.

It will be seen that the question becomes one of determining the meaning of the term "rate of exchange," as involved in this matter. Does that term imply the rate at which paper may be exchanged for gold in the country of issue? Or does it imply the difference between the exchange value of paper money in the country of issue and in a foreign country? If we accept the former of these alternatives as a fact, it follows that the seaman may legally be charged the normal rate of, say, $4.87 per pound sterling, since, as has been pointed out, British paper is the equivalent of gold in British ports. In this connection it should be borne in mind that as gold is unobtainable the parity of value between gold and paper in the country of issue is merely a theory.

If the latter of these alternatives be the fact, it follows just as certainly that the seaman can only be charged at the rate of exchange prevailing at the time and place at which he is finally discharged and paid off. In this view any charge for moneys paid in foreign ports in excess of what the same moneys would exchange for in the United States is in effect a deduction, and therefore illegal.

While the law above quoted appears clear, it is in fact obscure, or rather the conditions that have recently arisen have themselves obscured the law. The meaning of the law, while clearly expressed by its terms as applied to the conditions existing at the time of its enactment, in 1873, can not now be determined except by inference.

We are obliged to read into the law such language as shall suffice to distinguish between the equivalent of gold in the United States and in foreign countries. If we take the phrase, "shall be paid in gold or its equivalent" and add to it the words, *"in the United States,"* the meaning which we now infer would be clearly and indisputably expressed. We would then know beyond all doubt that paper money paid to American seamen in foreign ports is chargeable only at the rate for which it can be converted into American money, without commission, discount, or any deduction whatever.

Section 4548, above quoted, was an improvement upon the British law of 1854, which provided that wages should be payable "either in money or by a bill drawn upon the owner." In 1862 the law was amended so as to provide that "payment shall, whenever it is practicable so to do, be made in money and not by bill," with the further requirement that, in case of payment by bill, "the owner shall be liable to pay the amount for which the same is drawn to the holder or indorser thereof." The British law was again amended in 1889, and now reads as follows:

> Where a seaman has agreed with the master of a British ship for payment of his wages in British sterling or any other money, any payment of, or on account of, his wages if made in any other currency than that stated in the agreement, shall, notwithstanding anything in the agreement, be made at the rate of exchange for the money stated in the agreement, for the time being current at the place where the payment is made.

The language of the British law is explicit and leaves no doubt as to the rate chargeable to the seaman. Applying the principle of that law to payments made to American seamen in foreign ports, the amount paid should be charged at the rate of exchange current at the time and place of payment.

As the "rate of exchange" indicates the rate at which foreign money may be exchanged for American money, payments made at the current rate of exchange would be equivalent to payment in gold, and therefore in conformity with law. In other words, a seaman receiving, say, twenty pounds in paper notes would be charged a sum equal to the actual value in gold of those notes, and no more.

Much of the difficulty that arises over this question may be obviated by agreement between seamen and shipmasters at the time of payment. The current rate of exchange should be entered in the Official Log-Book and certified by the consul. The practice, heretofore quite common, of entering payments in foreign terms, leaving the rate of exchange to be determined at the port of final discharge, leads to dispute, which it is practically impossible to settle, except by a more or less arbitrary method. In reality the question is one of simple arithmetic, which if properly dealt with may be determined as exactly as any other question of that nature.

GORGAS AS AN ECONOMIST

"Doubling of wages" was declared by the late General Gorgas as the most important sanitary measure that could be applied. In more than one public address he made clear that, if given the power to select only one thing to improve sanitation, doubling of wages would be his choice. Of course what he had in mind was a real increase in wages, not an imaginary one. He did not mean a doubling of wages to be accompanied by a trebling of prices or any price increase at all. He was an economic student and knew that such an "increase" would be in fact a reduction. He meant a wage increase that would actually double the wage-earner's purchasing power. He knew how to bring this about. He would have cut off the power of non-producers to absorb the earnings of labor. He would have abolished all taxes on labor or its products, have revoked the grants to private corporations of control of public highways, have taken the entire rental value of land for public use and abolish special privilege generally. In his public utterances he endorsed unequivocally the complete program of Henry George. He knew how to bring about economic justice, knew that economic justice is indispensable to public health, and did what he could to impart this knowledge to others.

"What we propose is simply to do justice."—Henry George.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Political Prisoners' Release

"Our country has been at peace, from a military standpoint, for nearly two years and the release of all political prisoners will do much to tranquillize our country and re-establish normal times."

This declaration was made by President Gompers in a plea to Attorney-General Palmer for a general amnesty to all political prisoners. With President Gompers were Vice-Presidents Valentine and Woll and Secretary Frank Morrison of the A. F. of L.; officers of various national and international unions and the several A. F. of L. departments and other trade unionists. The meeting with the Attorney-General was in compliance with a resolution adopted by the last convention of the A. F. of L., which unanimously declared for an amnesty.

President Gompers said the unanimous adoption of this resolution was remarkable because no group of citizens were more loyal than the organized wage workers. He called attention to labor's declaration of lovalty in the event of war made three weeks before this country proclaimed a state of war. The Attorney-General replied: "You don't need to defend the loyaltv of the A. F. of L., Mr. Gompers."

"Our action at the present time is not without precedent," continued the trade unionist. "We ask for the liberation of political prisoners. The espionage act was passed as a war-time necessity, and now we are no longer at war. Our country is not in danger. We would like to see those men and women liberated who are detained for crimes that would not be crimes in times of peace."

Meyer London, former Congressman and attornev for the United Hebrew Trades of New York, followed President Gompers. He said the mere release of imprisoned men and women was not sufficient, and that amnesty would have to include a pardon. In reply to an interrogation by the Attorney-General to the effect that liberating prisoners might lower the morale of the people in the event of another war, Mr. London replied that in his opinion it would have the opposite effect.

Don't Like Eight-Hour Report

The National Industrial Conference Board does not like the eight-hour report recently issued by the United States Public Health Service, and which stated that its investigation of a ten-hour and an eight-hour plant showed that the eight-hour system is the best. The National Industrial Conference Board represents a score of employers' associations. It has issued statements to the effect that a 54-hour week is just about a normal week day.

The Public Health Service report is naturally resented by the employers' investigators, who talk about "unscientific statements."

The board's insistence for "scientific" statements was not maintained in its recent probe of the cost of living for wage-earners in the mill town of Lawrence, Mass. The investigators stated that the minimum standard for a family of five—father, mother and three children under 14 years of age—calls for three tons of coal a year.

Governor Condemns Mob Rule

The mobbing of C. H. Franck, trade union organizer, and his companion, when the two men attempted to hold a trade union meeting at Sumrall, Miss., has aroused Governor Russell, who has called upon the officers of that town to punish the guilty.

In a stinging letter the governor shows that he is an American through and through, and is against mobbery regardless of who perpetrates it.

"Things have come to a pretty pass in this grand old State," he writes, "when citizens upon a perfectly lawful mission must be insulted, assaulted and maltreated as these gentlemen were.

"It is a piece of gangsterism, thuggery and outlawry that will not be tolerated in this State and I am calling upon each of you gentlemen, as citizens and officials, to make prompt investigation of this outrage against these citizens and the laws of this State and make report to me at this office.

"The law of this State must be enforced and the rights of every citizen protected."

Urge Loyalty To U. S.

Admiral Benson, chairman of the United States shipping board, appeals to business men to support the newly organized marine insurance syndicate. Certain vessel owners, it is stated, "manifest little interest in the question whether or not their insurance is placed with American underwriters," and this "short-sighted policy" is interfering with the development of new business in the United States.

"The task of building up and properly maintaining our shipping, foreign trade and insurance can never be accomplished unless there is loyal support by our citizens," says Admiral Benson.

The naval officer's appeal is interesting to workers in view of public demands by these business men for "America first," and their fear that wage earners are not "100 per cent American."

Law Maker Scored.

Labor's opposition to the re-election of United States Senator Wadsworth is sustained in a scorching letter by Mrs. Carrie Chapman Catt, president of the National American Woman Suffrage Association, in answer to a plea that she support this Senator.

"What is his record?" asks Mrs. Catt, who then adds: "A continuous, never pausing opposition to all measures aiming to restrain limit or control special interests which at this time have been oppressing the people by overreaching methods; a never failing support of invisible government; a support of government by filibuster vs. government by majorities. Not one measure drawn in the interest of public

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Internationale Transportarbeiter-Federation Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan, F. Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbodgade, 15 Kobenhavn.
Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.
Dansk So-Restaurations Forening, Y. Strandstrade 20, Cobenhavn.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

AUSTRIA

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marcellino 6-2, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Bank employes of Italy have started a movement to obtain control of financial institutions in that country, says a Central News dispatch from Rome, quoting the Epoca of that city.

The Labor party of Christiania arranged a great meeting of protest against the Norwegian authorities refusing to allow the Russian Trade Union delegation to travel through Norway to Denmark and England.

At a conference of representatives of Big Business institutions, convened by the Millions Club, held in Sydney, all kinds of arguments were put forward in order to make it appear that the time was ripe for flooding the country with immigrants from Great Britain.

Social and industrial conditions in Italy might be compared to those found after a violent earthquake, when tremors continue for a considerable time. The great shock of the metal workers' movement is passed, but the settlement will require days and perhaps weeks. It is probable that the principle of participation by workmen in the management of industry will not be written into practical law before the end of the year. Extremists are pouring oil on the fire, hoping to make the situation worse.

British Labor's outcry against "War with Russia" has reached proportions almost incredible to one from America who remembers how all protest against war was shut off by the authorities there in 1917. From town after town comes the word that if war is declared, the workers will shut down the industries. This word comes from all sorts of industries—carpenters, toolmakers, blast furnace men, military garment workers, vehicle workers, railway men, shoemakers and hosts of others. "Labor has spoken with one voice; its opinion is unanimous," says the Daily Herald. "It will not have innocent bloodshed in the interests of the capitalists, and it will stop the war—it will stop any action, military or naval, complete or partial, direct or indirect, by war or blockade, designed to set the nations of western Europe against Socialist Russia."

The British Trades Union Congress has declared that unemployment should be a direct charge on the industry affected and that the responsibility for unemployment should be borne by industry. The resolution adopted at the annual convention of the congress is as follows: "Recognizing that irregularity of employment and the loss of wages therefrom is the chief cause of social distress, involving low wages and continuous poverty for a large section of the workers, and believing that by proper organization of industry unemployment could be eliminated, this congress declares that responsibility for unemployment should be borne by the industry, and that in no case should the level of income fall below 85 per cent. of the wages earned when in full employment. In order to raise the necessary funds power should be obtained to force a levy on the industry, and, further, congress hereby instructs the parliamentary committee to take such action as may be deemed necessary to obtain amendments in existing legislation or to secure the introduction of further legislation toward that end."

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INFORMATION WANTED

Arturo Longueira, age 18, who mysteriously disappeared at South Ferry, New York, on August 25th, or any one knowing his whereabouts, will please communicate with Secretary, Marine Firemen's Union, 70 South St., New York City. 10-20-20

Members of the crew of the S. S. "J. E. O'Neil," which salved the motor ship Oregon. A settlement has been made and I wish the following men would communicate with me in order that they may be paid their share of the salvage due them: P. Anderson, seaman; W. Kendall, seaman; J. C. Thompson, third assistant; Joe Brady, wiper; H. F. Morressy, messboy. S. B. Axtell, 9 State street. 5-12-20

Olaf Nyhagen, a native of Bergen, age 36, is inquired for by his mother, Mrs. Dina Nyhagen, Bergen, Norway. 4-28-20

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Sutter 4673. Residence Phone Prospect 2908.

INFORMATION WANTED.

Crew of the S. S. "Wasco," which signed on at New York March 19th and were discharged and arrested at the Cape Verde Islands about October 19th, will be good enough to report or communicate with the undersigned. The trial of some of the crew will come up shortly and I should like to join as many of the crew as possible in their action.—S. B. Axtell, New York, N. Y. 8-4-20

Anyone knowing the whereabouts of George Mace Monroe, a member of the Sailors' Union of the Pacific, last heard of at Charleston, S. C., March, 1916, will please communicate with his mother, Mrs. Alice Monroe, 918 Spruce street, Seattle, Washington. 6-9-20

Chas. T. Smith, Roy Dresser, Joe Ban, Autti Hanks, Thos. Wolstenholme, Chas. Fraser, W. B. Pierce, Karl Olson, William Holmes kindly communicate with John T. Smith, Room 411, 112 Market St., San Francisco. 10-6-20

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INFORMATION WANTED.

Mrs. Jean Taylor. 940 Pender Street, West Vancouver, B. C., is anxious of ascertaining the whereabouts of Robert Gilchrist Cassar, a member of the Sailors' Union of the Pacific. 10-13-20

Will some of the crew of the "Deva" on her first voyage September, 1919, please call on H. W. Hutton, 527 Pacific Building. Oskar W. Olson was on her at that trip and contracted an insurable case of typhoid fever through bad water and he needs some witnesses in a case he has for damages.

Anyone knowing the whereabouts of Michael Blasich, a native of Fiume, Austria, and a retired member of the Sailors' Union of the Pacific, will please communicate with his mother, Maria Blasich, Cosala 169, Fiume, d'Italia, Italy.

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Pacific Coast Marine

The sailing of the steamer "West Caddoa" in the round-the-world service of the Pacific Mail Steamship Company has been postponed from November 1 to November 15.

The freighter "Waban," which was operated by the Admiral Line, has been allocated by the Shipping Board to Struthers & Dixon to carry 7000 tons of grain from Columbia River points to Callao, Peru.

The Los Angeles Shipbuilding and Dry Dock Company have offered first mortgage bonds on the plant for sale. The bonds have been underwritten by Los Angeles bankers and brokers. The issue amounts to $1,250,000. The securities consist of the only mortgage on the plant.

The two 12,000-ton steel freighters now under construction at the Moore shipyards for the Matson line are expected to be ready for service about February of next year. The vessels are to be christened the "Manulan" (Heavenly Bird) and the "Manukai" (Sea Bird). Both freighters will be used for the sugar and pineapple carrying trade between the Hawaiian Islands and here.

After a long series of protests from the Chamber of Commerce and civic organizations the Shipping Board has transferred Portland from the Seattle district to the San Francisco district. When the division of the Pacific Coast district was made several weeks ago Portland shipping interests petitioned the Shipping Board to be placed in the San Francisco district because it was too close to Seattle.

Ships of the Atlantic, Gulf and Pacific Steamship Corporation will make Portland a port of call in the future, according to information received by Manager H. L. Hudson of the Portland Traffic Bureau. Ports of call of this company are Baltimore, Philadelphia, Mobile, San Diego, Los Angeles and San Francisco. It has several ships in operation to the Pacific Coast and more will be added.

Lumber and grain charters from North Pacific ports continue to hold the center of the charter market on the Pacific Coast. The British sank another wedge into the grain movement to the United Kingdom with the chartering of the British steamer "Orca," 9940 tons, to M. H. Houser, from Puget Sound at 110 shillings. This figure is one of the lowest yet reported, and is considerably less than the Shipping Board rate.

The steamer "Jeptha" has been assigned to the General Steamship Corporation for operation in place of the steamer "Silverado," according to information received by J. G. Euson, Portland agent. The vessel will come to Portland early in November to load cargo for American ports. The steamer "Wallingford" of the same service will arrive late this month to load lumber and general cargo.

As if in final contradiction of the rumored departure from San Francisco of Toyo Kisen Kaisha because of the Jones bill, the Japanese company has issued one of the most elaborate and artistic travel folders which has ever appeared on the Pacific Coast. Beautiful color work and neat engravings add attractiveness to an unusual collection of maps and travel, hotel and scenic information. Accurate reports on hotel prices and accommodations in the United States and the Orient are not the least valuable of the contents.

Delivery of two of the steamers allocated to the Matson Navigation Company for their passenger and freight service between Baltimore, San Francisco and the Hawaiian Islands will not take place until the latter part of February or early in March of next year, according to E. D. Tenney, president of the company. All of the twelve vessels of this type that have been allocated to Pacific Coast shipping companies will be from three to five months late in delivery. The first of these vessels to be ready for delivery is the steamer "Wenatchee," scheduled to sail from New York for Seattle about the middle of next January flying the flag of the Admiral line.

A fast freight and passenger steamship service between San Francisco, Copenhagen, Denmark, and Oriental ports is soon to be established by the East Asiatic Company, according to Otto Jelstrup, New York agent for the company. Jelstrup said that his firm is constructing six motorships of 13,000 deadweight tons each, which will be put in the service when completed. At present the company has twenty-six motorships operating between Copenhagen and the Orient, with San Francisco as a port of call. "Thousands of immigrants," said Jelstrup, "are eager to settle in the Pacific and Middle Western States." When the San Francisco service is established, Jelstrup said, the Pacific Coast can expect a steady stream of immigrants from various parts of Europe.

A new 'round-the-world service, with Portland as the home port, but with San Francisco as a regular port of call, is to be established soon by Gerritsen, Curtis & Co., under the name of the Curtis Line, according to Clifton Curtis, Jr., vice-president and general manager. The Curtis Line will be operated by chartered steamers. It will proceed eastward, or counterwise to the Pacific Mail 'round-the-world service. Leaving Pacific Coast ports, the vessels will proceed to the United Kingdom, Antwerp, Rotterdam, Stockholm and other northern European ports. Thence the steamers will proceed to Marseilles, Mediterannean ports, the Suez Canal, Dutch East Indies, Manila, Saigon, Hongkong and other Far East ports, and return to the United States Pacific harbors. Curtis said the company would be able to receive cargo at Portland and San Francisco shortly after November 15.

Shipments of the new crop of tea from the Orient have practically ceased for this year, and importers and exporters say that the importations are only between one-half and two-thirds normal. The decline in this cargo, because of its high tariff, has been a perceptible blow to San Francisco and other coast steamship companies. In the season just passing there was very little China black tea shipped to this country. Only about half the normal amount of China green was imported. Ceylon and other Oriental teas were about two-thirds the usual total. The explanations are advanced that the price demanded in the Far East is excessive and that there is a lack of buying interest. In this connection, it is said that importers bought heavily on teas in the early part of the war, fearing an embargo, and that the country is overstocked. Nearly one-fifth of the teas imported into the United States last year came through the port of San Francisco.

Continued depression characterizes the shipping world. Oriental freights remain an uncertain quantity, with the East Indies but little better. Java trade is dull, as is the New Zealand. Australian business is but little better, but there are encouraging signs of improvement. The Antipodes seem to have vast quantities of provisions and other necessities which may be unloaded in the United States. Hawaiian business is a little slack. Advances continue to be made in intercoastal, United Kingdom and European routes, and the coastwise trade is showing improvement as far south as the Panama Canal. The West Coast of South America is not very active. The charter market is almost at a standstill. Australia and South America have quit their lumber buying. There is no demand for grain to the United Kingdom. Oil continues to be much in demand, and there are frequent charters of this nature. Coal is showing increased activity, particularly to New Zealand.

While the Shipping Board is seeking friendly agreements in maintaining ocean rates, it was announced in a statement from Admiral W. S. Benson that the policy of the board would oppose all rebating and other forms of unfair competition by foreign lines. Admiral Benson's statement pointed out that American companies are authorized under the merchant marine act to ask for admission to steamship conferences and if they are refused the board has the power to bar foreign vessels from the ports of the United States. Admiral Benson says it is the policy of the board to put an end to cutthroat competition. Conferences have recently been held at London by Shipping Board operators and foreign steamship lines running to China, Japan and the Far East. These conferences were held with a view to participation in the regular trade routes between Europe and the Orient by the American ships. Because of the practice among many of the European lines in granting rebates the operators of merchant marine ships requested an announcement of the policy of the board in that direction.

Preparations are being made by the Hawaiian and Oriental tourist bureaus for handling the largest traffic across the Pacific in years, according to A. Lewis, Jr., of the Honolulu Tourist Bureau. He will make a tour of the large cities to survey the field of expected travel this winter to California and to the Far East. With the deilvery of the new 535s to the Admiral Line, Pacific Mail and the Matson Navigation Company, the accommodations for travel to the Orient will be increased so that more than three times the present number of tourists and business travelers can be taken care of. The Pacific Mail will have five new ships to put on the Oriental run soon after the first of the year, it is expected, and five others of the same type have been allocated to the Matson Navigation Company for the Hawaiian service. According to reports which have been received here from the Eastern tourist centers railroads are being flooded with inquiries about steamer accommodations to the Orient. The Eastern tide of travel will be diverted to a large extent to the Pacific this winter, it is asserted by representatives of the railroads and steamship agencies on the Atlantic seaboard. Bookings are already being requested on the new passenger ships of the Shipping Board, which will be put in commission here in a few months.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

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(Continued on Page 11)

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WEDNESDAY, OCTOBER 20, 1920.

AFTER ADMIRAL BENSON'S SCALP

If, as it is said, a man's worth may best be gauged by the enemies he has made, then Admiral Benson, chairman of the United States Shipping Board, is all to the good, both as a government official and a 100 per cent. American.

For he has incurred the bitter enmity of the international ring of shipmongers who for many years past have been battening on the profits from America's overseas commerce. These gentlemen are, to a man, out to get the admiral's scalp. His vigorous policy for an American merchant marine that shall be sufficient at all times for our own needs has brought down upon his head the united wrath of the gang. And no wonder, either; for their hitherto fat pickings will become mighty lean indeed if the admiral's shipping policy is permanently adopted by this nation.

This is the gang whose influence is said to have been powerful enough to induce President Wilson to ignore the mandate of the Jones Act directing him to abrogate all commercial treaties standing in the way of carrying out the provisions of the act. It was they who conducted the bitter campaign against the Harriman-Hamburg-American ship deal, which Admiral Benson has defended all along as a distinct gain to American shipping. And it was this same ring of shipmongers again who set up such a terrific howl when the admiral blocked the proposed sale of Shipping Board vessels at "knockdown" prices, and announced that he would dispose of the ships only to American interests which would guarantee to keep them permanently under the American flag.

And now the gang is out to "get" the admiral. Strong pressure, it is reported, is being brought to bear upon President Wilson against reappointing Admiral Benson to the Shipping Board when the board is reorganized as provided by the Jones Act. The President's delay in appointing the full board of seven members is pointed to as an indication that the pressure is having effect. Be that as it may, it is evident that the delay favors the shipping ring, as it gives them added time in which to marshal their forces for the final ousting of Admiral Benson. Anyway it is quite safe to assume that, in the meantime, they are leaving no stone unturned in their efforts to achieve that end. They have too much at stake to overlook any bets.

The organized seamen of America have not always been in complete accord with the United States Shipping Board. There have been times indeed when they have had good cause for resenting the policy of the board. But Admiral Benson personally has been so uniformly fair and considerate in his dealings with the seamen that, as the Shipping Board is going to remain a permanent institution of the Government, they would fain see him reappointed. With him as a member of the new board, preferably as its chairman, they would feel a good deal more assured of getting a square deal when submitting some grievance for adjustment.

ANOTHER "FLOATING FAIR"

A few weeks ago the JOURNAL recounted how floating sample fairs, steaming across the seas with exhibits of manufactured and art goods for the inspection of prospective buyers in other lands, were under contemplation, or in actual commission, in various maritime countries. Particular note was made of the Italian steamer "Trinacria," which was thus freighted, leaving Naples the middle of August on a voyage covering the principal ports of the Western Mediterranean.

And now comes Holland. A company has been organized at The Hague for the purpose of sending a "floating fair" to various parts of the world, particularly the United States. The concern is organized somewhat on a co-operative basis, it appears. Anyway, it proposes to send the Messageries Maritimes steamer, the "Macedonia," of 6,100 tons burden, to the United States and Central and South America with the view of introducing Netherlands products, and enabling Netherlands commercial houses to establish both import and export connections in the countries visited.

The plan, as outlined, is for each of the Netherlands firms going into the venture to advance the sum of 2,800 guilders for each cubic meter of space occupied aboard the vessel by an exhibitor, and 200 guilders for each port visited. The ship will be divided into show rooms, and each exhibitor will install on board in the space he has engaged such display of his goods as he cares to make. He will also furnish the company with advertising matter, price lists, and other information.

The company will furnish an organization of commercial men on the ship who will act as sales agents and endeavor to arrange satisfactory permanent connections for the exhibitors in the ports visited. For sales actually made the company will charge a single commission of 10 per cent., but will take no commission on any business which may follow from connections thus made.

The company also proposes to carry on a comprehensive advertising campaign in the countries to be visited, so as to secure the maximum results from the visit. Its chief aim, however, will be to act as agent for the exhibitors rather than to attempt to do business for itself. To this end it will translate and print, as well as distribute, for the exhibitors all their advertising matter, furnish them with representatives who can speak the language of each country visited, and otherwise assist them in every way to properly present their goods and secure permanent business.

The ship will make a stop of about 10 days in each port. The itinerary includes New York, Philadelphia, New Orleans, Vera Cruz, Havana, Port au Prince, La Guaira, Port of Spain, Pernambuco, Bahia, Rio de Janeiro, Santos, Montevideo, and Buenos Aires. The voyage, therefore, will last about six months.

So confident is the company of success that plans have already been made for a second voyage, this to be to South Africa, East Africa, India, the Straits Settlements, and the Dutch East Indies.

OUR GROWING MERCHANT MARINE

During September, according to returns of the Bureau of Navigation, Department of Commerce, the increase in the American seagoing merchant marine owned by private shipowners exceeded the increase in the Government-owned ships built with appropriations made by Congress. This was the first month since the armistice that such an increase has been recorded. The explanation undoubtedly is to be found in the fact that at the last session Congress, in the appropriation bills, changed the war policy, and directed the Shipping Board to maintain itself by sales of ships and shore property without further appropriations.

The exact figures for September are as follows:

The number of American seagoing ships of 500 gross tons or over, owned by private shipowners, rose to 1,829, of 4,625,324 gross tons. This was an increase during the month of 25 ships of 116,335 gross tons. As compared with this the increase in the Government-owned tonnage during the month was only 20 ships of 88,855 gross tons. This gives the Shipping Board a total of 1,698 ships, of 7,288,208 gross tons, on October 1. Since January 1, 1920, however, the Government-owned tonnage has increased by 233 ships, of 1,347,466 gross tons, while privately owned American tonnage has increased only by 129 ships, of 536,926 gross tons.

MORE INDIAMEN

The trade between San Francisco and the East Indies has grown in scope and importance to such an extent that the Shipping Board has decided to allocate three large, powerful steamships to this run. These ships will be in addition to the fifteen "535's" which have already been allocated to this coast for trans-Pacific service.

The three new steamers are what is known in shipping parlance as "502's." They will be equipped for passenger service as well as freight, each to have accommodations for 84 passengers. The tonnage of each ship is given as 12,000 deadweight, and they will be capable of making 14 knots an hour. They will be operated by the Pacific Mail Steamship Company.

The "Panhandle State," it is reported, is the first of the big trio to be sent here.

The other two are of the same type. All have been launched and are nearly completed. The expectation is that all three vessels will be here before the first of the year. There's a reason. The Pacific Mail is at present operating the steamers "Colusa" and "Santa Cruz" on the India run. These ships, however, are under charter from W. R. Grace & Co., and, so it is said, must be returned to that firm by the first of the year. Their place on the run will then be taken by the three new steamers.

The addition of these ships to the already great fleet trading to and from San Francisco will be quite a boost to the port. And the probability is that they represent only the beginning of what will in a few years more be one of the mst important steamship lines in the world. "Westward the course of empire takes its way." Also the course of trade. Good judges are all agreed that the Pacific is destined soon to become the main highway of the world's seaborne commerce, and San Francisco America's greatest port. It is only logical therefore to assume that any line of ships now running from this port has the very best chance in the world to grow and prosper.

The officers and members of the crew of the S. S. "West Katan" at the time she came to the assistance of the S. S. "Flavel" are entitled to a salvage award for services rendered on that occasion. The seamen on board of the "West Katan" at the time were as follows:

Robert M. Carr, James W. Robert, Lawrence Green, Otto Nordquist, Oscar Lisberg, Carl Halverson, Walter A. Reb, E. Benson, Carl Altonen, A. Poss.

The awards will be paid on application at the office of Williams, Dimond & Co., 310 Sansome street, San Francisco, Cal.

Italian seamen have evidently taken President Wilson at his word that the late war was fought to make the world safe for democracy. When the Italian steamer "Polacky" arrived in Constantinople the other day the health officers of the port ordered the crew and steerage passengers to take a bath before landing. The crew refused to bathe unless the first-class passengers were also made to do so. After some parleying the crew won their point. The first-class passengers consented to bathe, and thus was democracy vindicated.

Now that booze can't be had any more for christening ships we might do worse than adopt the Japanese custom on such occasions. When a Japanese ship is ready for launching a large cage filled with birds is hung over the bow, and as the ship glides off the stocks into the water the birds are released. That surely is a prettier custom than the one of breaking a bottle of wine over the bows, as well as more symbolical of the launching.

According to Lloyd's Register the United States owns 51 per cent. of the world's tanker tonnage. On July 24, the United States registry showed 308 tank vessels of 1,734,843 gross tons. Great Britain was second with 1,261,595 tons. The world total was 3,386,091.

Demand the Union Label.

THE ETERNAL LAND QUESTION.

Public Ownership Brings Hardship To New Zealand By Increasing Land Values.

(Note—Following is the text of an address delivered by Herbert Atkinson of New Zealand at a dinner in San Francisco opening the campaign for Single Tax Amendment number 20.)

The Dominion of New Zealand has been of great interest to the social student in that, for many years, New Zealand led the way in what is called "Progressive Legislation." New Zealand has made great strides in State and Municipal Socialism. The list of enterprises in which the Government engages is truly formidable. In addition to the usual Government Departments controlling the Army, Navy and Justice, the Government of New Zealand controls the police force.

The Government owns and operates the railroads, doing all repair work in its own workshops. The Government owns and operates coal mines, competing in the market with the output of privately-owned mines. The Government runs a fire and life insurance department and competes with private insurance companies—in fact, the Government insurance department regulates the price of the premiums of the competing companies, so that they cannot charge more than the State office, or they would get no business. The Government has a department called the Public Trust Office, which department does a lot of legal work, as a man can make his will and make the Public Trust Department his executor. The Public Trustee will draw up the will for you, put it in the Public Trust safe and run the estate for the heirs of the man when he is dead. The Government manages a good system of Public Primary Schools, free, secular and compulsory. There are also good secondary or technical schools and a State-endowed university. The State also undertakes the whole work of the Post Office and telegraph and telephone service; also, the wireless and cable stations. The Government also has a Public Works Department and constructs public buildings, roads and bridges.

The Government owns several experimental farms and a chemical laboratory for test work and analysis. The State owns and runs several good hospitals and four excellent maternity homes are operated at a very low fee per patient. There is a good system of old age pensions and a savings bank department attached to the Post Office.

The State advances to workers and settlers; assists the worker to buy land and a house to live in, and the would-be settler to buy land whereon he can farm.

The Government runs a special Arbitration Court, in charge of a Supreme Judge, to attempt to settle labor disputes and to fix wages in all industries.

The Municipalities vie with the State in the collective control of various enterprises—street car services, city water supplies, city baths, municipal milkmen, street making, drainage schemes; gas and electric light and power are municipal enterprises. So, also, are free libraries and the scavenging and disposal of garbage. The harbors of New Zealand are controlled under Government supervision by boards, of which the members are elected by the people. These Harbor Boards undertake the construction of wharves, dredging of shoals, the handling of cargo, etc.

If this class of legislation is all that is required to make a people prosperous, then New Zealand would indeed be the Islands of the Blessed; but the fact is that, in spite of all this progressive legislation, it is harder to make a living now in New Zealand than it was thirty-five years ago, before this progressive legislation was put on the statute books, and it is but just to concede that these State and municipal enterprises are, on the whole, very well managed. But the fact remains that the labor situation is far from peaceful. There have been strikes in the State coal mines, strikes on the wharves controlled by the Harbor Boards and, to cap all, a strike on the State railroads, which held up the whole service of the country. Mr. Massey, the present Conservative Prime Minister, had to leave the Prince of Wales, during his late tour of New Zealand, at Roatura to amuse himself with the Maories and the Hot Springs, while he (Mr. Massey) went to Wellington by automobile, 400 miles, to confer with the Labor leaders in charge of the railroad strike to get a settlement and start the wheels of industry revolving again.

The Arbitration Court has not brought about industrial peace. The Union leaders tumble over one another getting into court to get their clients' wages raised. No. 1 Union gets a raise, then No. 2, then No. 3 Union and so on. When they have gone round the lot and everybody has got increased money wages, prices go up and nobody is any better off than they were at first. Then they start it all over again. It is like a "merry-go-round"; but nobody ever gets ahead by it, like soldiers marking time. In short, the worker is no better for all this progressive legislation, and also, neither is the employer.

Who is the better for the great increase of

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Oct. 18, 1920.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping medium; lots of members ashore. Members were urged to obtain their Able Seamen's certificates at their earliest opportunity, as the Collector of Customs at San Francisco has issued orders for strict enforcement of that section of the Seamen's Act providing for sixty-five per cent. of able seamen to be carried. Nominated officers for the ensuing term and delegates to the International Seamen's Union convention.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

Vancouver, B. C., Oct. 11, 1920.
Shipping very dull; prospects uncertain.

R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Oct. 11, 1920.
Shipping medium; prospects uncertain.

H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Oct. 11, 1920.
Shipping dull.

P. B. GILL. Agent.
84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Oct. 11, 1920.
Shipping medium; prospects uncertain.

CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Oct. 11, 1920.
Shipping medium; prospects uncertain.

JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Oct. 11, 1920.
Shipping fair; members ashore plentiful.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Oct. 4, 1920.
Shipping and prospects poor.

JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Oct. 13, 1920.
Shipping quiet. Ballot Committee appointed on officers for ensuing year.

EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Oct. 7, 1920.
Shipping medium. Nominated officers for ensuing term.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock. Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Oct. 7, 1920.
Shipping good. Few members ashore. Nominated officers for the ensuing term.

JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Chas. Wilson Anderson, No. 1916, a native of Scotland, age 43. Died at Vancouver, B. C., October 8, 1920.

Christian Hansen, No. 965, a native of Norway, age 46. Died at Palo Alto, Calif., October 15, 1920.

Johan Gerhardt Hansen, No. 3007, a native of Norway, age 23. Died at Wilmington, Calif., October 16, 1920.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

LOCATED AT LAST

A few months ago we reported the difficulties the Marine Cooks and Stewards' Association of the Atlantic and Gulf were experiencing in the search for a suitable site for its permanent home and official headquarters.

At last we are pleased to announce the quest of our grub-spoilers has been highly successful, and the organization has just acquired by right of purchase one of the handsomest and most substantial pieces of real property in the whole waterfront section of New York City. The building in question occupies a site about 60 feet frontage and 80 feet deep (we have not as yet secured the exact dimensions), on the corner of Cortlandt and Washington streets, Manhattan. The building is a five-story, flat-roofed block, built entirely of fireproofed brick, interspersed with ornamental stone frescoes between the stories.

It is decidedly a high-class and most desirable piece of property, admirably located, and in splendid condition.

The front of the building faces the great square which constitutes the first block on Cortlandt street, beginning from the North River. It is within a few minutes' walk of both the Sixth and Ninth avenue L stations, and about equi-distant from the Pennsylvania and Jersey Central railroad ferries, and within ten minutes' ride of South ferry, the East Side L's, the uptown subways, and Hudson Terminals. It is therefore easily and directly accessible from all parts of Greater New York, and Greater New Jersey as well.

The sale price we understand to be $120,000. Of this amount $70,000 has been paid down and the deed executed. The remaining $50,000 is covered by an outstanding mortgage which will expire April 1, 1921. Thereafter the Cooks and Stewards' Association will assume title clear and expect to move in and take formal possession about May 1, 1921.

When this final move has been consummated every division of the International Seamen's Union in New York will have a permanent home of its own, with the single exception of the Atlantic Coast Fishermen's Union, and as the latter still have their headquarters in Boston, with New York still figuring as a branch port, it is hardly probable that they will join in the prevailing real estate boom very soon.

The new premises of the Cooks and Stewards' Association are now fully tenanted by a number of bustling business firms, but as their leases all expire coincidently with the mortgage by which the building is now entailed, the organization has only to wait and collect the rents, and count them into the union exchequer during the interval.

President Griffin of the Cooks and Stewards' Association informs us that it is the intention of the organization as soon as the new headquarters have been officially settled, to carry out, if practicable, their [illegible] project to open a first-class culinary school at the new foundation.

But it is the present intention to make a co-operative and general effort, rather than a corporate and exclusive interest.

In this connection Mr. Griffin explains that although the building is plenty large and roomy enough for the establishment of a very large and efficient school, the first cost of equipment, operation, instruction and management would be greater than the Cooks and Stewards' organization, unaided, would care to assume. And since the service and the results expected to accrue therefrom would be a benefit and an advantage to the entire merchant marine, all concerned would be asked to co-operate in establishing the new school and contribute toward its success. Sailors and firemen, as well as shipowners, and possibly the U. S. Shipping Board, said Mr. Griffin, would be asked to interest themselves in the new culinary department and contribute to its promotion and development.

This plan we believe to be a wise as well as a necessary departure in the upbuilding of the merchant marine.

When we pause to consider the thousands of daily quarrels, the constant ill-feeling and disregard of duty engendered on shipboard by bad cooking—or grub-spoiling, rather—and disordered stomachs resulting therefrom, we cannot help boosting for the early establishment of the much-desired and long-needed cooking school, and praying for its perpetuation and unbounded success.

JAMES H. WILLIAMS.

A REAL UNION SHIP.

We are willing to wager without reserve that the most interesting ship, from a Union standpoint, that has ever dropped anchor in New York harbor is the Italian ship "Brescia" of the Garibaldi line, now loading at the foot of Seventy-ninth street, North River, for Genoa.

The arrival of the "Brescia," in our estimation, marked a red letter day in the history of organized seamen. It was a far more important event, considered from the standpoint of world progress, than the thunderous entrance of the six mighty battleships swinging majestically just above her on the bosom of the Hudson.

The arrival of the "Brescia" we regard as the most momentous event in new world maritime history since Henry Hudson sailed up the North River in his little Dutch caravel, the "Half Moon," three hundred and eleven years ago. The "Brescia" is one of a pioneer fleet of seven commercial ships owned outright and operated exclusively by the Italian Federated Seamen's Union of Genoa.

"Societa Anonima Co-operativa fra Lavoratori del Mare per L'esercizio della Navigazione con Naviglio Nazionale." Such is the title of the organization, and its central offices are in Corso Principe Adone No. 2, Genoa.

Shortly after the arrival of the "Brescia" her genial, but wide-awake master, Captain Antonio Raimondo, called at the offices of the Eastern and Gulf Sailors' Association to pay his respects to the Union officials. He was accorded every courtesy due to his service rating and distinguished membership in a sister organization from a foreign and friendly land.

At Captain Raimondo's invitation, our assistant secretary and Mrs. Gus Erickson paid a return visit to his ship and spent a very pleasant and mutually interesting evening with the captain and Signora Raimondo, who graces his sumptuous cabin.

A few days later the Coast editor pilgrimed up to Seventy-ninth street to pay his respects to the "Brescia," her worthy master and loyal crew before their departure for sunny Italy.

Captain Raimondo greeted us with the right hand of fellowship, invited us into his comfortable cabin, and granted us a very comprehensive interview, outlining the beginning, extension, scope and prospects of the Italian Seamen's Union as a co-operative ship-owning corporation. This he has promised to amplify for us in writing when the "Brescia" reaches Norfolk, Va., where she is to call for bunkers to take her home. Captain Raimondo, who speaks English, informed us that shortly after the war ended, and the Italian merchant marine began to resume its interrupted operations, the organized seamen in Italy decided to employ themselves by acquiring and operating ships of their own, thereby absorbing for themselves the huge profits which otherwise accrue to counting-house shipmongers.

So said, so done; the Italian Union began to invest in ships and establish business offices and agencies, both at home and abroad, to protect their shore interests while the ships were being navigated by seafaring members.

Captain Raimondo stated that at present the Union fleet numbers seven big freighters and other ships will be acquired as fast as circumstances will warrant the increase.

Most of the fleet, he said, had already completed their second voyages under the Union pennant, but the "Brescia" was making her maiden voyage as a co-operative ship. No trouble had so far been experienced, the captain said, in securing freights, and none was anticipated. The Union's ships go into the world's markets, accepting charters at profitable rates exactly as privately owned ships do. The shore end of the business is well looked after by their own agents, who are likewise members of the Seamen's Union. In case of any attempt at blacklisting, the captain assured us the Union would promptly retaliate by ordering a strike and complete boycott against all ships and cargo owned, operated or handled by the aggressors, thus leaving them to rot in their neglected brine until sold at a sacrifice.

Captain Raimondo further explained that under the present plan of incorporation only bona fide members of the National Federation of Marine Workers are allowed to own shares in Union ships. Any member in good standing is permitted to invest his savings to the extent of 5000 lire, approximately $1000, in the co-operative

shipping company. But that is the limit; 5000 lire represents the highest value that any individual can invest in shares of stock under the present agreement.

This moderate limit admits of the widest possible distribution of shares among the general membership of the Union, and prohibits hogging or control by any individual or combination of members. All such investments of 5000 lire or less are eventually returned to the shareholders with earnings and interest from the date of investment out of the surplus net income on freights. When all shares have been thus acquired and all loans redeemed, the ship thereafter becomes the property of the Union, and all of her net earnings revert to the general treasury.

In one very important respect the Italian Seamen's Union is far more progressive and cohesive than our own International Seamen's Union.

This consists in the universal combination and co-operation of seafaring men of all classes under one general title and banner, regardless of rank or rating.

In Italy, masters, mates and men, engineers, oilers and stokers, stewards, cooks, flunkies and messboys, wireless operators, supercargoes, pursers, clerks, accountants and supernumeraries of all classes are organized and included in the joint membership of the "Federazione Nazionale del Lavoratori del Mare," as the Italian National Seamen's Federation is styled.

It is, therefore, a national confederation of seafaring men in which ratings are recognized, but castes are banished. When the American ship's officers and while collar functionaries awaken from the fond delusion that they are made of superior clay and cast in special molds, and arouse to the distressful realization that they, too, are workers dependent upon the will or the whim of common employers for their positions and livelihood, they may climb down from their present exalted perches and bear a hand with their less pretentious but more aggressive fellow seamen in controlling the merchant marine through collective ownership and co-operative enterprise for the common benefit and the public welfare.

Then service in the merchant marine will be a safe and dependable vocation for seafaring men to follow.

The Italian co-operative ship-owning movement is now less than five months old, but its progress and success have already been phenomenal, and its further progress and development will be watched with sincere interest by organized seamen the world over. But by none will it be more intently or intelligently considered than by the organized seamen in the United States.

The "Brescia" measures 5809 registered tons and goes down to her marks at 9,000 tons, deadweight.

Here's health and success to Captain Raimondo, his stanch and sturdy ship and loyal crew.

JAMES H. WILLIAMS.

ORIENTALS PREFERRED.

It is never a pleasant duty to be called upon to remonstrate with our own comrades or erstwhile shipmates concerning their moral delinquencies, or reprove them for repeated acts of wilful misconduct, disobedience of lawful commands, or wanton neglect of duty on shipboard or in foreign ports, all of which tend to aggravate prevailing ill feelings between officers and the men under them, discredit the Seamen's Act, strengthen the contentions of our enemies in the eyes of public opinion and bring the seamen's unions into ill repute.

Telling the truth about our best friends is always a thankless task. Friendly advice is seldom heeded, flattery is the spirit of popularity, and self-conceit resents rebuke.

Nevertheless, even at the risk of being jeered at as old fogies, we feel called upon at this particular juncture in the progress of maritime events to warn our comrades and fellow members against the dangers of bad conduct and disobedience in the merchant marine, whether at sea, in port or ashore. For a long time past the studied persistence of many steamship companies operating from Eastern and Gulf coasts in giving the preference to Chinese and Japanese crews has been a continual cause of complaint and natural resentment among the organized seamen on this coast.

Protests to the offending ship-owners and appeals to the language clause of the LaFollette law and to the spirit of Americanism have all been made in vain. Many ships still persist in carrying Mongolian crews to the absolute exclusion of American seamen.

Why?

The Mongolian seamen are also organized, in New York, at least, and almost always demand and secure the Union scale of wages and working conditions, including a special contract to be inserted in the Articles when signing on in a foreign ship.

The preference of ship-owners for Chinese crews cannot, therefore, be attributed entirely to pecuniary considerations.

Heathen docility and obsequious kowtowing to authority may have something to do with the choice, for brass buttons were made to be admired. That Chinese and Japanese cooks often excel in the culinary arts is also true, and however detestable may be their secret practices, they are to all outward appearances always spick and span, while the subtle, smiling, courteous, obliging, pussy-footing Mongolian waiters are adorable to homage-loving, aristocratic passengers.

But how about the fireroom and deck crews? However backward and untrained some of our American recruits may be, there is no ship-owner who can truthfully claim that as a whole American crews are not physically, mentally and actually far more efficient and courageous than Chinese.

In loyalty, skill and devotion, as well as in physical makeup and determination, the Caucasian is far superior to the Mongolian in any emergency, and this has been demonstrated in scores of marine disasters within the memory of the living generation.

According to statements from the ship-owners, their preference for Asiatic crews is simply a matter of dependability. Asiatic crews, they assert, are always dependable. They always report for work on time, are always attentive to duty, never absent without leave, seldom demand half wages and never get drunk in port.

American seamen, on the other hand, they claim, are always boisterous and disobedient, always drunk, disorderly and off duty in port, and laid up with self-contracted sickness at sea. They are forever making impossible demands during the voyage, and urging unjust claims at its close.

Whatever may be the ulterior motive of the ship-owners in persistently engaging Asiatic in place of American crews, we are constrained to admit that in many cases they have been furnished with valid excuses by recalcitrant American seamen.

The British ship-owners have always advanced the selfsame plea as an excuse for carrying Lascars and Chinese exclusively in many of their ships.

While we place no credence in the protests or pretensions of shipowners, as a rule, we must, in this instance, at least, confess that their excuses are invested with a measure of plausibility founded on fact.

A stern regard for truth compels us to admit that many American seamen are shamefully and disgracefully insubordinate and unfair, both at sea and in port, toward their own shipmates, as well as toward their officers and employers, and a timely rebuke is well merited and well meant, even if it is unheeded.

The disreputable misconduct truthfully alleged against many young seamen by ship masters, and amply sustained by their own shipmates, is a disgrace alike to the service and the Seamen's Unions. It constitutes a valid excuse for supplanting them with Asiatics or other aliens of any sort who are better behaved and more reliable. It also furnishes apparent justification for the constant attempts upon the fundamental clauses of the Seamen's Act, and brings the Seamen's Unions into disrepute.

Men who have been the worst behaved during the voyage; those who have loafed and dodged the most; those who have been laid up the longest from the effects of dissipation or disease, are invariably the ones to make the loudest howl and the hardest fight at the pay table for their full wages, irrespective of whether they have earned anything or not.

Such are the plain, honest-to-goodness facts, and if they don't read good, just turn over a new leaf—with a different chapter on it.

Every Union seaman has a triple duty to perform—to the service, to his shipmates and to his Union.

He should fulfill his obligation to the ship, both in obedience and deportment, to the last letter in the contract; he should be loyal to his shipmates in the full performance of his duties, and he should always bear in mind his solemn obligation to "obey all rules and regulations" laid down by the Union for the common good.

The law requires that where a ship is short-handed, the wages that would have otherwise accrued to absent seamen shall be divided among those remaining as compensation for extra labor imposed upon them.

If this were done in the case of idle or incompetent seamen, or in cases where seamen are laid up from vicious causes, we

(Continued on Page 11)

OUR WASHINGTON LETTER.

(By Laurence Todd.)

On the eve of adjournment this week, the convention of the International Association of Machinists at Rochester revoked its previous decision to issue its monthly magazine as a magazine section of "Labor," the weekly organ of the Plumb Plan League, and to conduct a special page in that paper each week for the 330,000 members whom the Machinists would add to "Labor's" subscription list. As the case now stands, the Machinists' general executive board is instructed to investigate and recommend some method of getting the membership into more frequent touch with headquarters—possibly through a weekly publication. Meanwhile the Machinists' Journal is to be mailed direct to the residence address of every member.

By nullifying its first action, the convention has possibly stopped for a long time the development of a weekly labor paper of progressive policy into a circulation which might have reached 2,500,000 men—the entire membership of all labor organizations represented in railroad service. For the heads of the other unions and brotherhoods have been considering the plan, and its adoption by the biggest of them had made the proposal seem a good one to take up together. However, the argument was made, and was finally effective, that the Machinists should not be asked to tackle the job alone—that if the railroad labor organizations are to have a national organ based on lump subscriptions, it must be arranged by mutual agreement among them all, or among the strongest of them.

Out of this same Rochester convention has come a new storm cloud that will hang over the American Federation of Labor until it meets at Denver in June. The Machinists have sent an ultimatum to the executive council of the A. F. of L., demanding that it enforce its decisions in favor of the Machinists and against the Carpenters, as to jurisdiction over the installing of machinery. Several other jurisdictional awards are also involved. J. A. Taylor, formerly of Seattle, now in general charge of this machine installation industry for the I. A. of M., was in headquarters here to-day, and said that there could be no further evasion of the issue—the decisions of the council would have to be enforced against the biggest as well as the smallest organizations, or the Machinists would, as instructed by their convention, refuse to pay per capita tax to the A. F. of L.

Jurisdictional awards affecting the Carpenters have not had much force, in recent years, because of the size of that organization and its consequent ability and disposition to defy any unfavorable award. To a lesser extent the same has been true of the Machinists, notably in the case of the Flint Glass Workers. The Machinists took the position that when the council enforced the convention's awards against the Carpenters and the Plumbers, who had taken work claimed by the Machinists, the latter would abide by its decision in the Flint Glass Workers' case. As this course has not brought results, the Machinists now threaten to stop paying dues to the A. F. of L. until it proves its ability to enforce its own decisions.

In answer to resolutions attacking Louis F. Post, Assistant Secretary of Labor, adopted by the executive committee of the American Legion, a statement has been issued by the officers and a list of members of Willard Straight Post No. 842 of the Legion, in New York, denouncing this action.

"Mr. Post acted," they say, "to put a stop to the deportation of aliens who had been arrested and ordered deported by proceedings in flagrant violation of the spirit of American institutions and the letter of American law as exposed by the recent report of Dean Pound and others.

"This action of the Legion executives is but another manifestation of the reactionary panic that is characteristic of this, as of all, post-war periods. We heartily commend Mr. Post for the firm stand taken by him in accordance with the best tradition of American political liberties. We take this means of expressing to Mr. Post our appreciation of his courage in canceling the deportation warrants in question."

Hardwick's two-to-one victory in the contest for the Governorship of Georgia is another triumph for the farmer-labor protest against the corporation gang which claims to represent the Wilson administration and the Republican party in this campaign. And now comes word that the North Carolina primary has resulted in nominating for Governor on the Democratic ticket—which is as good as election—Cameron Morrison, a strong friend of the organized labor and farmer movement. For the first time, North Carolina will have a pro-labor administration. The textile workers and the tobacco workers of the State will now have a chance to form unions without fear of being ridden down by State troops or company guards.

In the first primary in a certain county in North Carolina the labor speakers observed that their enemies got a big plurality; there was to be a second vote, however, to decide the winner in a three-cornered contest. They went into one meeting of cotton-mill hands and asked how many present could read and write. Less than one-third could do so. Then they explained, with a big diagram on the platform, that the man to be voted for had a long name, while the bosses' man had a short name. The illiterates got that fact, and in the second election they voted solidly for the man with the long name!

Incidentally it should be added that the labor speakers told these mill hands that they should be ashamed to let another year pass without their learning to read print.

Due in part to the opposition to the League of Nations and in part to the educational work conducted by the Plumb Plan League and the A. F. of L. Political Committee, more than a dozen Southern members of Congress have been beaten in the primaries by men with a more progressive view of labor issues. In North Carolina, for example, Representatives Hoey and Robinson refused to run, while Small and Godwin were defeated at the polls. In the next House, Congressman Huddleston of Alabama, who has stood almost alone, will have the support of a sizeable group of progressive Democrats whose program will include the repeal of the Esch Cummins law and the taking over of the railroads by the people under the Plumb Plan.

It is noticeable that Harding has gone to Iowa to make a special appeal for the election of Senator Cummins. Reports to the railroad organizations are that Cummins can be beaten in November. The same word comes from Wisconsin, where Lenroot's nomination in the Republican primary has been followed by the filing of an independent candidacy for the Senate by John Thompson, the LaFollette nominee. Harding has now made a special appeal to the jingo and anti-labor element by his declaration against any release of political prisoners. He knows that the A. F. of L. committee on political amnesty believes that almost every one of the political prisoners will be released—although under the pretext of individual facts in each individual case—before November 1.

The Wilson Administration, on the other hand, is making its last-minute campaign at the expense of the farmers. It is trying to make the city workers believe that the farmers have been the big profiteers. By the use of the Federal Reserve Board's powers of controlling credit, it has forced the farmers to take whatever prices the grain gamblers are willing to offer them, since money with which to tide over the marketing period cannot be had. A panic against the farmers has been set in operation. If the same pressure were exerted against the manufacturing or transportation industries, millions of men would soon be out of employment.

Yet the farmers' organizations in the West—the National Non-Partisan League, the Society of Equity and the progressive units of the Farmers' Union and Grange—are standing fast, and are getting ready to give answer by further alliances with organized labor at the polls and in co-operative enterprises.

Preparations are now under way for the trial of the officers of the United Mine Workers of America before Federal Judge Anderson at Indianapolis, beginning November 8, on charges of conspiracy to violate the Lever Act. The conspiracy charge is based on the fact that the coal miners, even after their officers had called off the proposed strike at the order of this life-term judge, held the court in such contempt that they went out and stayed out until a settlement was reached. As a matter of cold fact, neither President Lewis nor any other of the officers who follow him deserves to be on trial, because they did not stand up and fight it out with the court. They surrendered, as is shown in the report of the executive council of the A. F. of L. this year. The executive council met on a Sunday and adopted strong resolutions endorsing and pledging aid to the United Mine Workers in defying Judge Anderson—only to learn a few hours later that Lewis and his associates had decided that they "could not fight the Government."

If ever an indictment was fortunate for a labor official, this one may be called a godsend for John Lewis. He will be on trial when the 400,000 members of his organization ballot for officers, in December. Feeling against him runs high in some districts—due to his failure to call the strike last November when the judge forbade it. Since that day the operators

and the Government have, as one of the miners remarked here, "treated us like a step-child." Coercive tribunals have set wages for the bituminous and anthracite miners, and their protests have been denounced from the White House as "repudiations of collective bargaining."

A big coal strike is brewing, unless the recent wage awards are to be revised. Men in the "key" positions—the men who do not dig the coal, but keep the mine machinery going—are not getting a living wage. The trial at Indianapolis will bring out these grievances.

ATLANTIC COAST AND GULF

(Continued from Page 9)

believe it would have a beneficial effect on the criminally inclined, and would result in something like a square deal toward the orderly and self-respecting majority of seamen as well.

The several constitutions of our Unions provide penalties to be imposed upon members who, by misconduct on shipboard, bring their organization into ill repute.

These penalties should be enforced right up to the hilt wherever the evidence of such misconduct is properly substantiated, and the offending member suspended until the penalty is satisfied.

It must certainly be an unpleasant, as well as an unappreciated task, for a Union delegate to feel compelled to advocate "rights" for a member who is known to be definitely and defiantly in the wrong.

The Seamen's Unions cannot and will not knowingly pose as defenders of wilful misconduct or criminal delinquency on the part of ill-behaved seamen, even though they be members. Those who invoke the law themselves must obey the law, and "whoso comes before the Court must come with clean hands."

Let all seamen, therefore, deport themselves according to law, that they may be protected under the law. This will eliminate the current excuse for supplanting American by Oriental crews, and place the ship-owners squarely on record on the principal question now agitating the House.

JAMES H. WILLIAMS.

WEEKLY NEWS LETTER.

(Continued from Page 3)

welfare in his sixteen years of legislative office has he introduced and carried through. On the contrary, many measures designed to bring comfort and privilege to the masses he has opposed and not a few killed by his own hand. A close study of this man's record emphasizes Theodore Roosevelt's maturest judgment of him:

"'It is rarely that a public man champions the right of big business to do wrong as openly as Mr. Wadsworth'."

Uncle Sam Profiteers.

Uncle Sam has been placed in the profiteer class by Herbert Hoover, testifying before the Senate Committee on Reconstruction. The ex-Food Administrator said the government "should pay something like an adequate rate of interest" to depositors in the Postal Savings. At the present time, he said, national saving was not encouraged and a study of Postal Bank reports would show that depositors do not receive much more than 1 per cent. The government places this money in banks and receives 2½ per cent.

Other witnesses have testified along the same lines. Under the law, the government pays 2 per cent. to depositors and then places this money in banks and receives 2½ per cent. interest. The government has been issuing one-year treasury certificates bearing 6 per cent. This money, used by the government to retire bonds, is furnished by banks, who hand back to Uncle Sam the postal bank deposits for 6 per cent. interest which they are paying 2½ per cent. for.

The treasury certificates are issued in denominations of from $500 to $100,000, which put them beyond the reach of the average wage-earning citizen.

Urge One Language.

The Grand Army of the Republic has taken a stand against the use of any language other than English for common usage. The old vets have changed their ritual to read "one country, one language and one flag," instead of "one country and one flag."

THE ETERNAL LAND QUESTION.

(Continued from Page 7)

wealth that has taken place during the last twenty years in New Zealand?

It is here where the Single Taxer comes in.

The price of land in New Zealand has risen enormously.

New Zealand is the most rent-ridden land on the whole earth.

The land owner is the robber that takes all that is left.

Prices of land have risen beyond all reason. If the State built a railway, the price of the land they were making accessible has risen before the road was finished. Did the municipality plan a street car service, the land speculator was out in the suburb before the street car, and has gained a golden harvest.

The best grazing land for Queen Cow (as that animal is called there sometimes) has reached the figure of 120 pounds per acre. The man who takes this on, finds that, when he has paid the interest on his mortgage, there is left but a bare living for his family and himself. Land in the suburbs of the cities is correspondingly high priced.

The situation is probably clearer in New Zealand than anywhere else on earth. Every enterprise directed by State or civic authority, with a view to benefit the people at large, simply resulted in hugely increased land prices. Not all the land is good in New Zealand. There is much land that is mountainous, bare, bleak and unprofitable. And land being of fixed quantity and in increasing demand, its price must rise—and does rise.

Do the people of New Zealand understand this? No. They do not. Twenty years ago, the Liberal Party of New Zealand laid the foundation stone of the Single Tax; but green moss grows on it now, and the weeds have covered it up; and the once great Liberal Party, which, under Ballance and Seddon bade fair to lead the whole world in restoring the rights of the people to the land on which they must live—that Liberal Party is dead and the wild ass of Conservatism stamps on its grave.

The Labor leaders and the Labor Party in New Zealand have not got hold of the land question. They do not see its possibilities; and, until they do, there is no hope of anything further being done in New Zealand. But New Zealand has shown that, whatever legislation you enact, if you do not get the land question settled first, the land owner will scoop the pool and rake in any benefit that may accrue from any improvements you may introduce.

Henry George asserted that the land question must be the first great reform and New Zealand has shown in letters that he who runs may read that Henry George was correct. And the question is, which country is going to be the first to tackle the lion in the way?—Which country the first to see the cat and bell it? Is it going to be one of Britain's daughter colonies, or poor, old, much-abused Britain herself? Or, is it to be (no intention to flatter) this brightest, fairest State of California?

I think it is America's job to lead in this struggle for freedom of the individual—to give, so far as humanly possible, equal opportunity for all, that each shall be free to do whatever he wills, provided he does not infringe upon the equal freedom of every other.

The whole world is waiting for a lead in the right direction. Let us see to it that we do our bit toward holding the light to show the road.

International Seamen's Union of America

(Continued from Page 5)

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Labor News

The example set by the United States in establishing juvenile courts has been followed by all the principal countries of Europe, says the United States Children's Bureau.

By a vote of 49 to 17 the Oregon Federation of Labor in its annual convention rejected a proposal for indorsement of the One Big Union plan. Resolutions were adopted favoring higher standards of certification for teachers.

A return to pre-war conditions of no unions, piece work and low wages, is longed for by J. C. Fritts, master car builder of the Delaware, Lackawanna & Western Railroad. This corporation was forced to raise its standards when the Government took control, and now Fritts echoes the wishes of "higher ups" in a plea for the good old days of "recognition of individual effort." The car builder expressed these sentiments in a speech before the New York Railroad Club.

The board of directors of the Brotherhood of Railway Clerks has made permanent the suspension of Grand Vice-President J. W. Nelson, it was announced at the international headquarters. Although a number of technical charges were sustained against Nelson for alleged violations of the brotherhood constitution and laws, it was said the principal indictment was because of his actions in connection with the "vacation," or unauthorized strike, that started last May on the Central of Georgia Railroad.

At the convention of the International Association of Machinists attention was called to a long work day move by the New York Central Railroad. This corporation has asked the State Industrial Commission to exclude it from the law providing for one day's rest in seven. "It seems strange," said President Johnston, "that the New York Central should make such a request when other railroads, such as the Pennsylvania, are laying men off." Declarations in favor of Government ownership of railroads were cheered by the delegates.

At a labor conference of employers and representatives, called by the Babson Statistical Organization, it was declared that adherence to the golden rule in industry is necessary and that prosperity and contentment of the people is only possible as each individual applies this principle. The conference instructed its committee to ask the A. F. of L. for an expression on how the principles of the golden rule can be applied to the industrial situation. It is stated that these advocates of the golden rule [illegible] any form of agreement with trade unions.

The Chicago Federation of Labor [illegible] withdrawn its funds from the Chicago banking institutions and deposited them with the Nonpartisan [illegible] the result grew out of the failure of the United States [illegible] the banks to stand against the organized workers. Moreover, this action will help the farmers and [illegible] the Non-Partisan League [illegible] the banking monopoly that is trying to crush this first real attempt to get out from under their stranglehold, and at the same time prevent them from [illegible] this organization.

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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

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SAN FRANCISCO
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Meyer, Hans
Mittenmeyer, J.
Rassmussen, T.

Tacoma Letter List.

Dominguez, Joseph
Gronlund, Oscar
Johnson, John
Kuhlmann, Emil
Mattson, Walter
Melgail, Mikel
Person, Fritz, Leonard
Rainhard, H.
Reilly, Ralph
Rydelius, Rolp
Shumko, Nick
Smith, John
Smith, Carl, Johan
Svanson, Harold
Swanson, H. -1216
Thaysen, Arthur
Thompson, T.

INFORMATION WANTED.

Members of the crew of the S. S. "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members, and the respective amounts due thereon is as follows:

Amudsen, R. $22.50
Mattson, Geo. J..... 22.50

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Members of the crew of the "West Katan," whose claims for salvage services rendered to the S. S. "Flavel" is being handled by the undersigned: It has just come to my attention that the Shipping Board have asked you to sign vouchers in settlement of the salvage claim. I was offered one half-month's wages which was refused. It appears that they are endeavoring to get you men to settle directly. I advise that none of you accept this as it is grossly inadequate. At least you have no right to accept any settlement without consulting me. Silas B. Axtell, Attorney for Seamen, 9 State Street, New York City. 10-6-20

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INFORMATION WANTED

Charles Bernard Wilson, born in Stevenson, Alabama, write or come to your mother, Flora M. Wilson, 719 18th street, Oakland Cal., care Mrs. J. Buck. 9-22-20

Portland, Or., Letter List

Ahren, Wm.	Laine, A. A.
Andersen, A. C.	Laine, John
Andersson, Axel	Larsen, Hans
Andersson, Carl	Larsson, Ragnar
Anderson, A. B.	Larson, C. J. -1632
Anderson, J. A.	Leisig, John
Anderson, Ed.	Lindner, John P.
Anderson, Gunnar	Lovell, G.
Andersson, Bill	Lundgren, Gust
Anderson, Herman	Malech, Frank E.
Anderson, Carl E.	Malkoff, Peter
Austin, Ed.	Matson, R. M.
Amundsen, Ben	McCroskey, Ray A.
Alakaihn, Moses	McGregor, Thos.
Allen, I. J.	McLeod, Angus
Alsic, Karl	McLean, M. R.
Bach, Soren	Mikkelsen, Harry
Backman, Peter	Moyer, Geo. E.
Bieler, Ben	Neilsen, H. J.
Blake, Frank	Nelson, Nels
Bohm, Gust	Nelsson, C.
Bohm, Franz	Neuling, G. A.
Carmelie, Guiseppe	Nilsen, Christ
Custer, Kenneth R.	Norberg, John E.
Danilson, Albin	Olsen, Michael
Darlington, Wm.	Olson, T.
Davison, Jim	Olson, John
Dies, H.	Pederson, Geo.
Dooly, Frank E.	Peterson, Mauritz
Douglas, Joseph	Petersen, Knut
Durett, J. E.	Pehte, Frank L.
Erickson, J.	Preston, E.
Erickson, Hans E.	Pyne, J. W.
Ellegard, M.	Raanes, Johan
Engler, S. H.	Rader, Allen
Enberg, Einar	Rautio, Jack
Fogelberry, Harry	Reiman, Tovo H.
Forsberg, Swen S.	Rier, Earl W.
Fugman, Arthur	Robertson, E. J.
Gilkison, A. F.	Robles, Frank
Golden, Roy L.	Ross, Geo.
Graff, John D.	Saine, Arthur A.
Gronbeck, H.	Salonen, Victor
Gruber, J.	Salin, Toivo H.
Halley, W.	Sandvik, S. G.
Hanson, August	Scott, M
Hanson, Oskar W.	Shalin, Nils
Hardie, Wallace	Sibley, M.
Hogstrom, Karl I.	Sinclair, P.
Hoiland, E. A.	Smith, Carl J.
Heino, Gust	Slade, I. S.
Henrikson, Geo.	Spencer, Tom
Huber, Charles S.	Stout, R. E.
Hurley, Michael	Sutse, Michel
Irmey, Feodor	Svansson, Ernest
Jacobs, Fulton	Taylor, Bert
Jernberg, Alfred	Thomson, Henry
Jespersen, Martin	Thorsen, Chas.
Johnson, Emil	Tinstrom, A. R.
Johanson, S.	Tuhkanen, John J.
Johnson, Louis	Walmough, P.
Jones, E. L.	Walter, E.
Kalfholm, Edw.	Wallace, Chess C.
Kauko, Axel	Wikstrom, Carl
Kelly, Norman	Willis, Samuel
Kennedy, B. L.	Wood, E. E.
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Andowiz, H.	Greenwall, J. E.
Arentsen, John	Gotz, Rudolph
Arnesen, Isack	Gallagher, Denny
Asaksen, Asak	Galke, Roy
Aspe, Teodor	Gaede, W.
Arnold, Tom	Hurley, Michael
Bentley, Clifford	Holland, Jonny
Berglund, Emil J.	Hermanson, Carl
Bergstrom, J.	Hellesten G.
Bengston, Sigfried	Hansen, Claf
Brown, Irwing	Hogsted, Chas.
Burge, Lawrence	Houston, Robert
Braden, W. A.	Hey, Ben
Bye, Kristian	Hickey, John
Brast, Sjomans	Herlin, W.
Bjorklund, Erick	Hogstedt, Chas.
Benson, Chas. A.	Haman, O. W.
Bergeson, B.	Hangman, Ed.
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Boe, John	Ikaanes, Edward
Carr, R. W.	Isakson, J.
Cowan, Wm. L.	Jacobsen, Jack -2445
Carlera, Peter	Jacobsen, Tom
Craig, Thomas	Johnsen, P. -2313
Church, C. A.	Jensen, Marius
Cage, Thomas	Johnson, George
Christoffersen, C.	Johansen, Carl
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Castle, H. C.	Johansen, J. -1432
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Doty, Erwin	Janofy, Axel
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Daw, Walter	Jensen, Kristian
Daunt, C.	Johnson, Carl E.
Deaver, Alwin	Johansen, Anton
Dreger, Jack	Johansson, Gustav
Dragich, Peter	Jonson, K. A.
Davis, Orville	Kenrich, Richard
Drennen, William	Kelty, Peter D.
Disney, Robert	Kessa, Th.
Devine, John	Keel, Jewel
England, Thomas	Knudsen, Andrew
Evans, Wilbert	Kristoffersen, Hans
Eliasen, John	Kleman, Otto
Evensen, Alex	Kepplar, C.
Edwich, Leonarel	Killat, Dau
Engel, F.	Karki, Juho
Eliassen, Emil	Kluge, Frank
Fottinger, Karl A.	Klahn, Karl
Frair, Enoch	Kemmulsen, Alf.
Feeder, George	Kappen, Bernt
Franzel, A. H.	Krumholz, Edwin
Freitag, F.	Lind, Gustav
Fansel, H. D.	Lindstrom, John A.
Fahey, M.	Lindholm, Charles
Fairbrothers, Ed.	Lowrey, John
Fish, Ralph	Loderson, John

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Laine, John	Moutcso, Joe	Parr, Robert M.	Sahlberg, Rudolf
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Lund, F. V.	Nankinen, F.	Petterson, Axel K.	Steffensen, Hans
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Levine, Carl	Nilsson, Edward	Robert, Bob	Swanson, Mr.
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Lehmus, Bill	Nelson, Charlie	Rueter, Aman	Steen, Ivar
Langeman, W.	Njutrom, Uno	Raaum, Harry	Sterndock, John
Lund, Alal	Nilsen, A.	Rod, Halfdam	Swindells, William
Lundquist, Axel	Nelson, Ham	Rosenthal, Walter	Scrivers, W.
Lutzen, W.	Nielsen, P. F.	Robertson, E.	Sullivan, Jack
Moor, Peter	Nelson, Andreas	Robinson, Fred	Swanson, Erick K.
McNell, John	Nelson, Emil	Roberts, J. W.	Strom, Oscar
McRay, Jack	Nelson, Hans	Runge, R.	Strahle, Chas.
Mize, J. H.	Ogren, V. E.	Rosamund, J.	Stenard, Percy
McGhee, E. J.	Olofson, Oscar	Roberts, Pisney	Swenson, A. -1932
Martinson, John	Olson, Toney	Ruiz, Jose	Sundgrau, Walter
Maahs, Willi	Oleson, Chars. C.	Sanders, Chas.	Sunnesvig, Olaf
Magnusson, John	Olsen, Emil	Saxby, Charles	Skaanes, Edward
Moritz, W.	Ono, Jolias	Sandstrom, O. H.	Svendsen, Fred
Monson, Ed.	Petersen, August	Sunde, O. H.	Sveortary,

Home News

There can be no immediate reduction in the price of furniture, according to a statement made by John L. Young, Cleveland, president of the Retail Furniture Dealers' Association of the United States following a conference with the National Council of Furniture Associations.

General W. W. Atterbury, vice-president of the Pennsylvania Railroad, addressing the Harrisburg Chamber of Commerce, said in his opinion the "nationalization of the railroads through national agreements and national boards of adjustment" is one of the most important questions now before the public. Labor leaders, he added, do not deny that they have it in mind.

Within the next eighteen monhts or two years flying machines will be going from San Francisco to New York in eight hours' time, said Major Reed Chambers, an American ace, before the Pacific Aero Club. Further than that, he said that he expected such a craft would be built with a vacuum chamber and would take advantage of the high velocity air currents that exist considerable distance above the earth and which have an easterly movement of about 200 miles an hour.

Senator Harry S. New, chairman of the speakers at Republican headquarters, announced that plans were being made for national observance of Roosevelt day, October 27. That is the anniversary of the birth of Theodore Roosevelt. Senator New has sent out a letter to every State chairman calling his attention to the date and requesting that a Republican meeting be held on that date in every county in the United States. It is proposed that prominent Republican speakers shall deliver addresses on the anniversary in memory of Roosevelt and giving emphasis to the idea of "America first."

The Austrian Government's view that Italy favors a union between Austria and Germany is correct according to a high Italian authority in Washington. The Italian view, as given by this authority, is that the peace treaty has left Austria without resources for the maintenance of its population, and that a union between Austria and Germany is absolutely necessary to the very existence of the Austrian people. It is understood that the results of the plebiscite soon to be taken in Austria will be laid before the Assembly of the League of Nations at Geneva in November as the basis for a proposal that the peace treaty be so as to permit the union of Austria and Germany.

Cities are increasing in population seven and a half times as fast as rural districts, the Census Bureau disclosed in a compilation of figures covering approximately 85 per cent. of the new census. The figures indicated that the completed census would show the majority of the population to be city dwellers. For the last ten years rural growth was but one-third as it was in the previous decade, but the cities almost maintained their rate of growth, getting five new inhabitants from 1910 to 1920 for each six added during the preceding ten years. All population centers, even the small country hamlets and towns, showed a greater proportionate increase than the purely rural districts. The greatest increases, however, were by cities of 10,000 or more inhabitants.

Domestic and Naval

Secretary Daniels has authorized a flat denial of the report that Admiral Hugh Rodman is to be displaced as commander-in-chief of the fleet on the Pacific Coast of the United States.

The Newcastle Shipbuilding Company, Damariscotta, Me., will build a five-mast schooner for the Boston Maritime Corporation under plans approved by the Shipping Board in conformity with the Jones Act governing investment of remitted excess profits in new construction.

The Texas Steamship Company, which is to build two steel tankers and three steel seagoing barges at its Bath (Me.) plant, has been notified that 100 cars have been allocated by the Government to handle the necessary steel from the Pittsburgh district to Bath.

It is reported that the stockholders of the Great Lakes Engineering Company have approved the sale of its shipbuilding plants at Detroit and Ecorse, Mich., and Ashtabula, Ohio, to Antonio C. Pessano, former president of the company. It is understood that operating plants will be continued for shipbuilding and repair work.

The sea service bureau of the Shipping Board has placed 160,863 officers and men on American vessels during the fiscal year ending June 30, according to figures just announced. Of this number 65.7 per cent. were Americans and about 15 per cent. were graduates of the Shipping Board's recruiting service, which is maintained at twenty-one ports.

The naval government of the American group of Samoan Islands, now under the administration of Commander Warren J. Terhune, is to be investigated by the Navy Department and the battleship "Kansas" has been ordered to proceed from the Atlantic Coast to Pago Pago. Lieut. Commander Creed H. Boucher, deposed captain of the navy yard in the Samoans, has been ordered to join the "Kansas" at Guam and to proceed with the battleship to take part in the investigation.

More than 13,000 officers have been trained for duty on American merchant ships by the Shipping Board's sea training bureau during the last two years. Owing to the rapid growth of the American mercantile fleet additional recruits are needed and a campaign has been instituted along this coast for 500 youths to take up the study of navigation. Candidates, it is specified, will receive a monthly allowance while in training, and when graduated are fitted to be officers on American vessels. Of the number graduated during the last two years 72 per cent. have been granted licenses.

Fear on the part of Great Britain and Scandinavian countries that abrogation of commercial treaties would work to the advantage of Japan were reported to have been one of the factors entering into the decision of President Wilson to refuse to carry out instruction contained in the merchant marine act. The reason for such fears, it was reported, was that while provision is made in some of the treaties for a six months' notice of abrogation, this treaty with the Japanese cannot be terminated except on a notice of two years. It is stated that that country would retain advantages during the two-year period not enjoyed by the others.

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Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Aagaard, A. W.
Adolfsson, John
Alhstrom, Ellis
Alto, John
Almon, L.
Andersen, Axel F. C.
Andersen, O. -2099
Andersen, Chas. Theo.
Anderson, G. Alexius
Anderson, Edwin
Anderson, James
Anderson, S. E.
Anderson, A. G. -2440
Anderson, Frank
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Aronson, Gunnar
Arzziro, Geo. N.
Attaberry, Clarence

Baardsen, Hans
Backman, Paul
Baggs, H. L.
Baggs, Morris
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Baris, N.
Barlow, R.
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Blomgren, C. A.
Bloom, Pete
Boerner, P. F.
Borjesson, H. J. B.
Bosshardt, H.
Bothe, O.
Boutwell, Billie
Botsford, R. D.
Bower, Gordon
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Braun, James
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Brown, Dudley S.
Bryning, Wm.
Burr, W. H.

Callahan, Patrick
Carlsen, Sverre
Carlson, Andy
Carlson, G. -776
Carlson, Peter
Carpenter, Harold
Chilcott, Geo.
Clausen, Louis
Corey, Eldridge
Coulyou, Joseph
Culman, F.

Dahl, Otto
Dahl, Oskar
Dahls, Ogden
Davis, Warren
Daunt, C.
DeMario, Thos
Dickensen, T.
Domke, Willi
Drennen, W. N.
Duarte, John
Duis, John
Duff, Peter W.
Dushane, Matt.

Eastman, J. W.
Eaton, Lawrence
Elde, W.
Eisenhardt, K.
Eriksson, Martin
Ellis, F. L.
Enamez, Joe
Endemann, M.
Enarus, Pito
Erickson, Gustaf W.
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Estman, Estell
Estellmen, Erick
Even, Frank

Farevoog, C. M.
Fletcher, Jos
Fredricksen, O.

Gabrielsen, Lars
Gallery, R. B.
Garrigal, F.
Gartzitzky, Fritz A
Germenis, Socrates
Gerstley, Albion
Gesler, R. L.
Gibson, Thos.
Graham, Ray
Grainge, Arnold
Granberg, Fred
Green, Lawrence
Green, Granville
Greeman, Gusta
Grondahl, Arnal W.
Gustaffson, Walter
Gunderson, H. T.

Haider, Henry
Hale, Kingsley
Hallit, Frank
Hallowes, L. N.
Hangers, H. -1980
Handley, Chas.
Hansen, H. V.
Hansen, Magnus
Hansen, H. F.
Hansen, Harold
Harbst, J. D.
Harvey, Earl S.
Hawkins, L.
Hein, M.
Henke, Erick
Hennum, Ludvig
Hessin, B.
Higgins, P.
Holbrook, G. A.
Hoskin, Alex
Houlak, John
Hoglander, Martin
Hood, Alex

Ibsen, Christian
Ibsen, V. L.
Ingebretsen, Christian
Ireland, H.
Irving, John
Iversen, Iver

Jacklin, Charles
Jacobsen, E. Th.
Jacobsen, Alfred
Jacobsen, Joakim
Jahnke, Paul
Jahnke, Richard
Jansson, Fredrik
Janssen, Carl
Jensen, A. Chr.
Jensen, Carl O.
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Johansen, Johan R.
Johansen, Waldemar
Janson, John A.
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Jensen, Martin
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Johnson, E. L.
Johannesen, Ole
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Johansson, C. -2094
Johannson, Albert
Johnson, Edward S.
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Jonsson, J. H.-2951
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Kaernbach, Hugo
Kaki, Lauri
Kaplan, I.
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Kasperson, E.
Katkin, Ed.
Keeney, F. W.
Kelly, Geo.
Kierne, G. H.
Kindt, Frederico
Kine, Conrad
Kinnie, E. J.
Kinze, Martin
Knutson, R. B.
Knudsen, Ragnval
Kokko, Martin
Kolontow, A.
Koetz, Fridrick
Koster, Walter
Kraal, J.
Krugero, C. M. J.
Kristensen, J. P.
Kristjan, K. W.
Kristofferson, A. B.
Krueger, Harry

Laine, John E
Laine, Frank
Lanse, Walter
LaMadrid, R.
Lambert, Jos.
Lamprear, D.
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Leskinen, F. A.
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Lidsten, Chas.
Lindgren, A. A.
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Liljedal, Ludv.
Loberg, Bror
Loning, Herman
Lorentzen, Jean
Lund, Wm. J.
Lybeck, Theo.
Lyons, John

Maalo, Rasmus
MacLeod, Norman
Macauley, D.
MacKay, Wm.
Maki, Ivar
Mahoney, F. J.
Mannila, Oscar
Manning, H. H.
Mannonen, Niels
Manzano, Luis
Martinsen, Ingvald
Masalin, Uno
Mattos, M. D.
Markman, Hy.
Matheis, Herman
McFarlane, Dougal
McGauley, Geo.
McCallum, Chas.
McClintic, Frost
McCarthy, Harood
McWade, W. C.
Meier, Otto
Melgand, Ricard
Meyers, J. E.
Meyer, George
Mikelsen, Bernard
Mitchell, David
Mooi, Peter
Monroe, N. S.
Monsen, Charlie
Mol, J. W.
Moller, Fritz
Moritz, W.
Moore, H. L.
Morin, E. H.
Morrison, Donald
Mohr, Chas.
Morgan, R. B.
Morrison, Phillip
Mortensen, Thomas
Moulas, Nicholas
Muller, Werner
Muldrose, W. L.
Murray, E. J.

Naylor, Geo. D.
Nelson, N. H.
Nelson, C. R.
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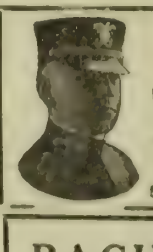
The following named members of the crew of the S. S. "Kenebec," who helped salve the schooner "Thomas L. Wand" on November 19, 1919, have vouchers ready to be distributed at our office:

Demetre Sakelaris, $46.80; Carl Puika, $56.72; Isidro Flores, $50.55; Janes Franco, $50.55; Daniel Rodrigues, $50.55; Rafael Corrillo, $50.55; Dimity Sacelarius, $50.55; Siegor Sorensen, $50.55. Levy & Levy, Lawyers, Trust Bldg., Galveston, Texas. 10-6-20

Anyone who was acquainted with the late Chas. Erickson, discharged from the U. S. Navy in 1896, and subsequent thereto sailing on the Pacific Coast, will confer a great favor upon his widow, Mrs. Charles Erickson, by communicating with her at P. O. Box 15, San Pedro, Cal. Mrs. Erickson is anxious to establish certain facts relating to the physical condition of her late husband prior to his discharge from the U. S. Navy. 1-28-20

Any one knowing the whereabouts of the brother of August W. Strasdin, will please communicate with B. I. LaSelle, 924 Crocker Bldg., San Francisco. 9-15-20



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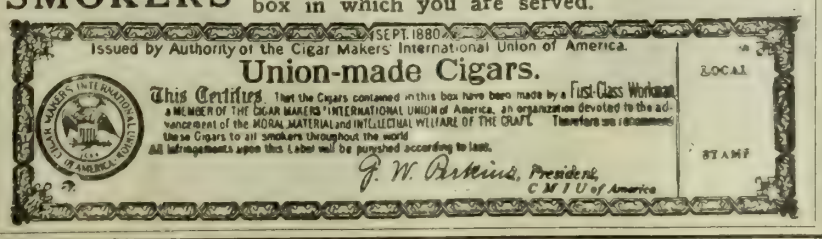

News from Abroad

Cardinal Dubois has been appointed archbishop of Paris. He succeeds the late Cardinal Amette.

At present 60 trawlers are reported to be laid up at Hull owing to expenses being greater than the proceeds of the fishing.

Italy and Jugo-Slavia, it is reported, will open direct negotiations in Switzerland at an early date with a view of reaching a definite settlement of the Adriatic question.

Fifty-two persons were killed, according to the best available figures, in a typhoon which swept Tokio and the harbor of Yokohama recently.

The American forces in Germany will have an aviation unit in operation within the next few weeks. The newest type of United States Army airplanes, which have been developed recently in America, have been shipped to Germany and a group of aviators already has arrived.

The Japanese railway authorities have decided to substitute electricity for steam on all lines within the empire, acccording to reports reaching the Department of Commerce. The change, which, it is estimated, will cost 200,000,000 yen, is expected to reduce the number of locomotives in service by 40 per cent.

Ignacio Leon, heading a Chilean syndicate said to be capitalized at $25,000,000, has, according to a Chilean publication, obtained from the government of Ecuador a concession for the construction of a railway connecting the Pacific Coast at Port Bolivia with the Amazon at Port Borza and traversing rich regions heretofore untapped by railways.

The ordinance recently passed by the Municipal Board of Manila prohibiting the sale of liquor to American soldiers and sailors is illegal, according to an opinion handed down by the City Attorney. He characterized it as class legislation and an unwarranted interference with affairs of the United States Army and Navy. The Municipal Board, in enacting the ordinance, alleged that soldiers and sailors, while under the influence of liquor, disturbed the peace.

Carpenters are unable to build enough coffins for cholera victims in West China, declared a letter received by the American Baptist Foreign Mission Society from Dr. Joseph Taylor, its representative in Cheng-Tu. Under date of August 10, Taylor wrote: "The cholera is raging in Cheng-Tu. People are dropping dead in the streets and the supply of coffins has run out. Although carpenters are working day and night, the dead have to be buried in trenches."

The French Foreign Office is seriously aroused over the Chinese seizure of the Russian concession in Tientsin. Chinese troops formally took possession of the city, raised the Chinese flag, installed police in Chinese uniforms and suppressed the foreigners' courts, special rights and other privileges they held. The French Government is agitating for an international complaint against the Chinese Government, as the French, British, American, German and other nationals enjoyed privileges under the Russian control of the city. It is reported that the Chinese are preparing to seize the Russian concession of Hankow.

With the Wits

"I heard the speech last night was extempore." "It was nothing of the kind. It was rotten."—Baltimore American.

West—Barson has gone to California for his health. North—How did he lose it? West—Earning the money to go to California!—Life.

"Smith is a queer fellow, isn't he?" said Brown. "Yes," agreed Jones. "Why, he thinks as much of his family as he does of his political party."—Cincinnati Enquirer.

Vicar (wishing to be very severe) —Do you know, John, whenever I see you in an intoxicated condition I think of a certain animal? John —Aye! I know, parson. Yo' thinks, "Lucky dog, lucky dog!"—Tit-Bits.

"Esther," questioned the teacher of a member of the juvenile class, "what is the difference between electricity and lightning?" "You don't have to pay nothing for lightning," came the prompt reply.—Everybody's Magazine.

Unequal Losses. — Frederick was sitting on the curb, crying, when Billy came along and asked him what was the matter. "Oh, I feel so bad 'cause Major's dead—my nice old collie!" sobbed Frederick. "Shucks!" said Billy, "My grandmother's been dead a week and you don't catch me crying." Frederick gave his eyes and nose a swipe with his hand and, looking up at Billy, sobbed despairingly: "Yes, but you didn't raise your grandmother from a pup."—Harper's Magazine.

Awful Possibility.—An Australian dignitary was being entertained by New York society. For what seemed to be endless nights he was dragged through the intricacies of the pigeon-walk, the fox-trot, the camel-limp, and the rest. At last came his day of departure. "Please, madam," he implored of his late hostess as they parted at the gangplank, "don't ever come to Australia." "But, wh-wh-why not?" gasped that surprised and offended lady. "Because," answered the Australian, wiping his brow, "I don't want you ever to see a kangaroo at play."—The American Legion Weekly.

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VOL. XXXIV, No. 8. SAN FRANCISCO, WEDNESDAY, OCTOBER 27, 1920. Whole No. 1724.

THE SHOP COMMITTEE

An Analysis of Its Functions as Related to Trade-Unionism

One of the many legacies left by the world war is the shop committee. Regarding its usefulness to the workers opinions are, as usual, divided. Much of the opposition to it in this country is undoubtedly due to the fact that it has become associated in the public mind with the so-called "Rockefeller Plan." But it is also certain that the shop committee served a most important purpose during the war, when the ordinary machinery for straightening out differences between the workers and their employers was virtually suspended. Admitting this, the question may yet be fairly asked: Is the shop committee, from a trade-union standpoint, a desirabe or necessary peace institution?

An answer to that question may, perhaps, be found in the following article reprinted from The Nation.

One of the first developments in the United States involving the principle of employe representation was that called the "Rockefeller Plan," adopted by the Colorado Fuel and Iron Company, after the unsuccessful strike of miners in 1913. This strike was a bitter and bloody one, but the company was not ready to prevent the recurrence of such trouble by recognizing organized labor and seeking its assistance in curbing the rule of local managers. It therefore installed what came to be known as a "company union," that is, a system of grievance and adjustment committees elected by and from among its own employes alone, without regard to their union affiliation. The leaders of the unions thought they recognized in the plan a design to forestall the growth of organized labor, and have been indefatigable in pointing out its defects. To them any new "employe representation" scheme savors of oil, and automatically arouses their resistance.

For some time the matter rested there. but during the war a new quarter was heard from. In England workmen could not negotiate in the ordinary way, because the national officials had tied their hands by understandings with the Government, and the Munitions act forbade strikes. Furthermore, the workers in any one shop found it difficult to exert a unified pressure, because they were likely to belong to half a dozen separate craft or occupational unions, each with a highly centralized system of negotiation.

Nevertheless, each of these unions was represented in the shop by a "shop steward"—sometimes elected by the local men, sometimes appointed from above. His duties had been largely nominal—for instance, to see that every member of his union in the shop had paid his dues. Now, however, the shop stewards stepped in to fill the breach. They formed shop committees representing the various crafts, and began to negotiate directly with individual employers, and to call strikes. Unofficial shop stewards were elected for this purpose in many localities. The practice spread and developed into a "movement" with a nebulous philosophy. Among the ideas of its adherents were the old ones of industrial unionism and direct action in the form of general strikes, coupled with the new ones of participating in the management of the shop and workers' control in the industry as advocated by the National Guildsmen. Here was a development of the shop committee which, though it was vehemently condemned by the officials of the unions as the Rockefeller plan, arose from the left of the labor movement rather than from the right of the employers.

Progressive employers and industrial engineers saw in this new movement something which might be molded to their special purposes. They were interested, not in contending with unions, but in increasing productivity. Experience had shown that the rock upon which many attempts at improved management had foundered was the indifference or active opposition of the worker. If they could interest him in production, even at the cost of granting him some share in management, so much the better. Furthermore, they preferred dealing with the representatives of their own workmen about practical problems to allowing discontent to simmer until they were forced to deal with representatives of a national union about issues which easily became converted into abstract principles.

It was in this form that the shop committee movement came back to our shores during the war. The National War Labor Board and the United States Shipbuilding Labor Adjustment Board both installed, in accordance with their own models, shop committees to localize disputes and deal with questions that normally arise between employer and employee from day to day. In some cases these committees were bodies to establish piece rates by joint negotiation. In all, however, they were created with the consent of the unions, and had no jurisdiction which would interfere with that of the national union officials. During the war shop committees, each representing a number of crafts with separate national organizations, were installed in some of the arsenals and navy yards, in ship yards, and in many munition plants. Here the movement came neither from radical workers nor conservative employers, but from experts sincerely interested in increased production and in the best methods of labor adjustment.

Each of these plans, however, had results not anticipated by its founders. The company union as a substitute for national unions has been adopted by a number of large corporations during the last two years—notably by the Midvale Steel and Ordnance Company, the Youngstown Sheet and Tube Company, the Inland Steel Company, and the International Harvester Company. In many of these cases, when the employer had no dealings with a powerful national union, the objections urged against the Rockefeller plan by labor officials proved to be well founded. The committees were not really representative of the wishes of the men, but were packed with petty bosses and foremen. They lacked the courage or the independence to demand major concessions such as shortening of the workday or a general increase in pay. The superiority of an independent union organization become so obvious that the agitation for it was carried on more efficiently by the company union itself than it could have been by a dozen walking delegates. The steel strike was actually strongest in many of the plants which had installed employee representation.

The British shop steward movement, because it was at odds with the national labor organizations, did not become effective except as a protest against extraordinary conditions. Its larger ambitions are obliged to await the further trend toward industrial unionism. to be accomplished by the slow process of amalgamation and federation in the "regular" trade union movement.

In America, many of the unauthorized strikes have arisen from shop committees organized merely as instruments of local adjustment by the Government or by employers. Here the British conditions which gave rise to the shop steward movement were in effect duplicated. The national union officers were incapable, for one reason or another, or securing relief to offset the rapidly rising cost of living; so the rank and file took matters in their own hands. regardless of agreements, and naturally turned for leaders to the shop representatives. The inferences to be drawn from these facts seem to be:

1. Both employers and employees will be disappointed in the results of shop committees adopted as a substitute for, or unconnected with, national unions. The labor movement as a whole, however, has little to fear from them in the long run.

2. The simultaneous existence in any establishment of the shop committee and the conservative, national craft union creates an unstable equilibrium, which is likely to result in the shelving of one or the other.

This leads to a question: What is the status of the shop committee connected with an industrial union rather than with a number of craft unions? We may find one answer in the clothing industry. Here the shop form of organization was natural, because there were an extraordinary number of employers averaging only a few employees apiece. And the successful unions have been industrial in form from the first—that is, they included all crafts and all shops of the main clothing trades. Here the shop committee, instead of an element of weakness to the national union, is one of its main clothing trades. Here the shop committee, instead of an element of weakness to the national union, is one of its main sources of strength. The shop chairman, who is a union official, for years has been the first point at which adjustments of grievances are sought, and he is a recognized part of the conciliation machinery which reaches above him. through various agencies, to the "impartial chairman."

The final conclusion may well be, therefore, that the proper environment for the shop committee is an intimate connection with a national industrial union. There it exercises the function of expressing the workers' will and aspirations and at the same time creates the possibility of satisfying the engineer's desire for better organization of production. But those used to labor negotiation and management in the ordinary sense must, in dealing with a union of this sort, revise some of their practices. They must abandon the fixed, long-term trade agreement and accept instead a continuous machinery of adjustment, flexible in the extreme. They must be prepared really to entertain a substantial and growing share of control over production on the part of labor. They must, in other words, admit to industry a vital force which substitutes for the unorganized and restless employee, or for the conservative union protecting him in a negative manner, a powerful instrument for making effective his normal tendency to assume control of the industrial system.

THE FRESNO CONVENTION.

Delegates' Report.

To the Sailors' Union of the Pacific.

Dear Comrades:

Your delegates beg leave to report the following:

The Twenty-first Annual Convention of the California State Federation of Labor was called to order on Monday, October 4, in Fresno, California, at 10:30 o'clock by Dan Doggett, chairman of the local Committee of Arrangements. After a brief address of welcome he introduced the Rev. Thomas T. Giffen, pastor of the First Congregational Church, who delivered the invocation.

The chairman then introduced Chase Osborn, publisher and editor of the Evening Herald, who welcomed the delegates in a speech that spoke of the good feelings that existed between employer and employe in Fresno.

Wiley Giffen, president of the California Associated Raisin Company, was introduced and spoke of his early manhood regarding his ideas of organization. The speaker assured the delegates that his heartiest goodwill goes out to the toilers; and

Mayor William Toomey, introduced as one of the best friends of labor in Fresno, was in his usual good humor and reminded the delegates that as he was living in the garden spot of California, he was of the opinion that the representatives of labor in this convention would in a very short while become imbued with the feeling that overcame him 35 years ago and change their place of abode to the Raisin City. In conclusion, Mayor Toomey presented to President Murphy the key of the city.

Judge H. F. Briggs, the next speaker, welcomed the assemblage in a manner that showed his friendship for the rights of organized labor, bringing attention to the fact that now as never before there should be a general get-together for the uplift of the employer and employe.

There were present over 300 delegates representing 192 affiliated local unions and central labor bodies.

In addition to the reports of officers, the General Organizers and delegate to the Montreal convention of the American Federation of Labor. 80 resolutions were presented to and acted upon by the convention. The reports of the Officers show a decided progress both in point of increase of membership and improvement of working conditions in nearly every part of the State. The report of the Secretary-Treasurer states that in spite of approaching dull times and prevalent unemployment and determined, organized opposition from the employers in many localities, the paid-up membership has increased from 94,900 to 104,200 during the year. The following statistical information gives an idea of the growth of the Federation during the last decade:

	1910	1920	Increase
Paid-up membership..	45,000	104,200	59,200
Number of affiliated locals	244	569	325
Number of city central bodies	12	27	15

The income of the Federation during the year was $12,286.08 and its expenses $12,948.96.

The work of the Federation is along two lines: First, promoting the passage of legislation in the interest and for the protection of the men and women who work; second, to strengthen and further organization in all fields of labor.

Propositions Submitted and Action Taken on Same.

Proposition No. 1—Presented by Daniel C. Murphy, setting forth the activities of the so-called Better America Federation and calling the attention of the delegates present to the menace that confronts the labor movement and advising them to warn all fair employers of the danger that lies behind the so-called federation and to work to the end that its establishment in every community be contested to the end that it will be driven out of existence. The report of the committee for concurrence was adopted by a rising vote.

Proposition No. 2—Relating to the eight-hour day for all street and electric railway men, was concurred in and the California State Federation of Labor pledged to give all of its support to the end that a law be enacted giving the relief requested.

Proposition No. 3—Relating to the construction of the Hetch-Hetchy project and relating to unorganized conditions and antagonistic attitude of contractors. Referred to the Executive Council for such adjustments as may be made.

Proposition No. 4—Relating to the sanitation of all restaurants, bakeshops and all places where food for consumption is prepared be required to have same rat and vermin proof, was concurred in and the Legislative Committee requested to seek the relief through proper legislation.

Proposition No. 6—Relating to the now existent rules affecting the rates of interest in certain banking institutions and seeking to remedy same through proper legislation; concurred in.

Proposition No. 7—Relating to the payment by the employer for the license of chauffeurs; concurred in.

Proposition No. 8—Relating to the unsanitary conditions in blacksmith shops as well as in machine shops and asking for relief through legislation; concurred in.

Proposition No. 10—Relating to the freedom of Ireland; concurred in.

Proposition No. 11—Relating to the proper inspection of all foods as well as the places wherein they are stored; concurred in.

Proposition No. 12—Relating to the Asiatics in California; concurred in.

Proposition No. 13—Relating to the San Francisco water front, same to be controlled by the city; concurred in.

Proposition No. 14—Relating to safety appliance for cranking machines on all trucks; concurred in.

Proposition No. 15—Relating to the interest rate for State highway bonds; concurred in.

Proposition No. 19—Relating to holidays for hospital employes in State institutions; concurred in.

Proposition No. 21—Relating to the licensing and regulating of persons engaged in certain branches of the electrical profession; concurred in.

Proposition No. 22—Relating to compensation for certain work now performed by teamsters and which liability for same is denied; concurred in.

Proposition No. 23—Relating to the establishing by commission of the wages of adult workers, applying particularly to workers engaged in the fruit industry; concurred in.

Proposition No. 24—Relating to remuneration as established by the workmen's compensation laws and asking for readjustment of same; concurred in.

Proposition No. 25—Relating to the waiting period as established by law in the State compensation act and seeking to change same to establish liability and compensation from date of injury; concurred in.

Proposition No. 27—Relating to payment of employes by check and requesting that law be sought that will compel payment in U. S. currency; concurred in.

Proposition No. 28—Relating to the use of airguns in the painting trades and seeking relief from same by law; concurred in.

Proposition No. 31—Relating to the operation of San Francisco fire boats in accordance with Federal laws; concurred in.

Proposition No. 32—Relating to pensions for State employes; concurred in.

Proposition No. 33—Relating to the rehabilitation of injured service men; concurred in.

Proposition No. 34—Relating to placing Continental Manufacturing Furniture Company, located in San Francisco, on unfair list; concurred in.

Proposition No. 36—Relating to the employment and sanitary care of workers in the oil fields as well as those employed on construction camps; concurred in.

Proposition No. 37—Relating to making an effort to organize the non-union workers in the employ of the American Can Company in New Jersey and to prevent the introduction of the bonus system in said plant; concurred in.

Proposition No. 38—Relating to gambling and debauchery on the U. S. and Mexican borders; concurred in.

Proposition No. 39—Relating to the social and fraternal spirit among organized workers be fostered by all Central Labor Councils; concurred in.

Proposition No. 40—Relating to the proposi-

(Continued on Page 7)

AN A. B. HEARD FROM.

Editor SEAMEN'S JOURNAL: After having read different statements concerning the intentions of capital to smash or cripple organized labor on the American continent, I am tempted to draw the attention of the sailorman who sails the seven seas to an incredible state of affairs. Incredible is the only word that is applicable in this case. Now, boys, we mustn't be offended if capital tries to crush our several seamen's unions, for that is only natural, and it is, therefore, easy for us to combat the evil by intelligent organization, but when it comes down to ship's officers trying to cripple us, then, indeed, are we faced with a serious situation. Here are the facts: In the first place, the British Columbia coast (as far as my experience goes) is the only place in this world where ships can clear with unqualified crews, therefore rendering effective organization extremely difficult, and, added to that, is the apparently hostile attitude to the Mates and Masters' Guild which I have noticed. I cite the following instances: During the British Columbia coast strike, in which we obtained nearly everything demanded, these ships' officers broke their word of honor to the sailors, inasmuch as they told the union that, in the event of a strike, the guild would under no circumstances whatever perform the work of the sailors, but would continue to do their usual duties faithfully, such as the navigation of the ship and safety of passengers and mail. This statement was also inserted in the press of Vancouver. Now, on the second day of the strike, I saw those officers doing the work of the sailors. Their word of honor wasn't worth the paper it was written on, yet we went to war over a scrap of paper, as it were. There is also another glaring case: One of those captains had a son scabbing during the strike, and is still a non-union man. What does it all indicate? Why, it is not the capitalist who is the real menace; it is the working plug himself, for, after all is done and said, those men of the guild are as poor as the common sailor. They put in their twelve hours a day and are not too well paid. They have their trials and troubles and their own little union, just the same as us, yet they don't seem to have any sympathy with organized labor. Mind you, it is not the individual members who are at fault, for I'm sure some are the finest fellows I've ever sailed with—some of them, in fact, fought in the war, but I certainly blame the organization for their lack of integrity. Sometimes, when I think of the mental and physical agony we have gone through during the war, I find myself asking: O! Democracy, where art thou?

Yours for a fair show-down,

JAMES FORBES.

ANNOUNCEMENT.

The attention of all concerned is respectfully directed to the revised list of branch offices of the Marine Cooks and Stewards' Association of the Atlantic and Gulf, as amended in the usual column of the SEAMEN'S JOURNAL by official order.

No sub-agencies of the association will be hereafter established or maintained in any port, and those previously established have been discontinued. All local offices in any port will hereafter be conducted under the general supervision of the port agent in that port or vicinity. The local office established at 1641 Thames street, Baltimore, is intended for the special convenience of colored members in that port, and will remain under the immediate jurisdiction of the Baltimore branch at 913 Fell street.

JAMES H. WILLIAMS.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Oppose Shoddy Wool.

In urging the passage of a law that would compel manufacturers to label the amount of virgin wool in their goods, the National Sheep and Wool Bureau of America says this proposal is being resisted by textile manufacturers and the rag-picking and waste salving industries.

The bureau says cloth is being sold under cover of the term "all wool," which the public understands to mean virgin (new) wool.

No chemical reveals the presence in cloth of wool substitutes made of reworked woolen rags, it is stated. Only the lack of wearing qualities tells the tale. Last year there were used in this country three pounds of virgin wool per capita. The need was twelve pounds per capita. The difference consisted of unidentified wool substitutes.

To remedy this condition, and establish a market for wool, the bureau is urging the French-Capper "truth-in-fabric" bill, now pending in Congress, and is calling upon friends of this legislation to protest to the Chamber of Commerce of the United States for its treatment of the French-Capper bill and its publicity of the Rogers bill, alleged to correct the shoddy wool evil, but which would legalize the practice, according to the bureau.

Piecework Favored.

President Loomis, of the Lehigh Valley Railroad, is mad clear through because the government abolished piece work when it controlled the railroads. Mr. Loomis says the railroad administration killed incentive, but that our American system makes it unlikely that ambitious workers will be satisfied to be "on the same basis with mere time servers."

This story is weakened, however, by Editor Brown, of the Pennsylvania Labor Herald, who declares that when the government took charge of the railroads the Lehigh Valley paid the lowest wage in the United States.

"We can understand why the officials of this railroad objected to government operation," says the labor editor, who shows that the Lehigh paid as low as 32 cents an hour to machinists when other roads had a minimum of 50 and 54 cents. Through its system of classification the Lehigh had other machinists listed as helpers, who were paid as low as 19 cents an hour.

"This was under the wonderful system of 'individual incentive' as advocated by Mr. Loomis," is the labor paper's final shot.

News to Britishers.

While cable dispatches tell the story of wage demands by British workers to meet present-day living costs, this information is worthless, according to statements by Dr. Alonzo E. Taylor, department of chemistry, University of Pennsylvania.

In his address to a convention of employers in the bakery industry at Atlantic City, Dr. Taylor announced that the British people have solved the high cost of living by using the same rations as in war time, although in larger portions.

The educator painted a glowing picture of conditions in the land of John Bull because people have voluntarily abandoned the use of choice meat cuts and are eating cereals. Bank deposits, said Dr. Taylor, are increasing as a result of sticking to war rations.

Wrong Immigration Plan.

"No country during recent years has had as unwise, unsound and uneconomic an immigration policy as the United States," writes Editor Frey, of the International Molders' Journal.

"The policies which should regulate immigration to the United States are simple and easily understood. Immigration should never be greater than the ability of the country to absorb and Americanize the immigrant. Where immigration is too rapid to permit of Americanization, foreign colonies spring up and perpetuate themselves, resisting rather than welcoming Americanization.

"Secondly, immigration should not be permitted where idleness exists within our country, for the arrival of immigrants only adds to the numbers already unemployed.

"There is no law which prevents the manufacturer from shutting down his plant, but when corporations begin to do this, our immigration laws should be such that the shutting down of large establishments for any reason would automatically close the doors to immigration.

"There is no such thing as shortage of labor in the United States. There is at the present time a surplus for the seasonal occupations, as was shown during the wheat harvest of this year, when thousands of those who went to the western States to help harvest the wheat crop found that there was no work for them, as more men had applied for positions as harvest workers than there was wheat to harvest, although this year the crop was a record one."

Anti-Crusade Revived.

The anti-union shop crusade of 15 years ago has been revived by cheap labor employers, who have learned no lesson from past events.

The present movement is identical with that of the days of Parry, Post and Van Cleave. The same literature is being circulated, and the same claims are made with no attempt at originality. These employers are against unions; they want individual bargaining, and they have resurrected the threadbare charges that the unions are "un-American" and that they "destroy individuality."

The present agitation is being resisted by the organized workers, who are better equipped to combat low wage advocates than they were two decades ago. A significant feature of the fight is labor's refusal to use phrases of the employer who talks of the so-called "open" shop. He is against collective bargaining or recog-

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Internationale Transportarbeiter-Federation Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan, F. Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbodgade, 15 Kobenhavn.
Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.
Dansk So-Restaurations Forening, Y. Strandstrade 20, Cobenhavn.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

AUSTRIA

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marcellino 6-2, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de Sâo Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

White Russia has been proclaimed a soviet republic, according to delayed advices received from Kovno, Lithuania. The proclamation, signed by White Russian and Lithuian Communists and representatives of the "bund," or workmen's organization, was issued in Minsk September 7.

Press dispatches from Rome indicate that an agreement has been reached between the iron and steel workers and the factory owners by which labor will share in the control of industry. A commission of twelve men, it is said, will "work out a plan which will be enacted into industrial reform legislation by Parliament. According to the tentative agreement the workers will get the following benefits. 1. Increase in wages; 2. Workmen, through accredited representatives, to have certain authority in directing the work in factories; 3. Annual vacations to be granted.

At the annual convention of the Canadian Trades and Labor Congress, President Moore and Secretary Draper were re-elected without opposition. All vice-presidents were also re-elected. The convention proved to be one of the most successful in the history of the Canadian labor movement. More than 600 delegates attended the convention. Officers reported a membership nearing 200,000, and a gain of 25,000 last year. The Trades and Labor Congress is composed of trade unions affiliated with the A. F. of L. and devotes itself primarily to legislation of interest to Canadian wage-earners.

The New South Wales trade union movement asks the government to amend the arbitration act by providing that preference to unionists be mandatory in all awards, and that the government, in its administration, give preference to trade unionists in all branches of the public service. The unionists base their claim on the ground that organized labor sets the standards of wage-earners and that trade unionists are entitled, by every moral right, to this recognition. Attorney-General McTiernan, of New South Wales, agrees that this claim is just. In a recent speech he said: "I think it most outrageous that any person should deliberately remain outside the ranks of a union and then have the 'cheek' to share the benefits the union has procured. It is arrogance of a very high order, indeed."

The 70-hour work week is common in Japan, according to a report to the British government by its commercial secretary to the British embassy at Tokyo. It is stated that the present tentative and imperfect Japanese factory laws provide for a 12-hour day, "but factories employing only male operatives over 15 years of age may exceed this limit." The 70-hour week is common, it is stated, but there is agitation for the eight-hour day. Speaking broadly, continues the report, the Japanese laborer prefers to work long and leisurely, and requires little time for rest, food and recreation. In spite of great advances in cost, it is a fact, the report says, that Japanese labor is still considerably cheaper than labor in the West, but the comparative efficiency is much lower, mass authorities placing it at one-half.

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529½ BEACON STREET, SAN PEDRO, CAL.
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TERMS ARE REASONABLE

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YOUR OLD FRIEND JOE WEISS
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INVEST YOUR SAVINGS
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PRICES IN JUNE
Thrift Stamps at Twenty-five Cents

$ 5	Government Savings Stamps for	$ 4.17
$ 100	Treasury Savings Certificates for	83.40
$1000	Treasury Savings Certificates for	834.00

FOR SALE AT BANKS AND POST OFFICES
GOVERNMENT LOAN ORGANIZATION
SECOND FEDERAL RESERVE DISTRICT
120 Broadway - - - New York

INFORMATION WANTED.

Arturo Longueira, age 18, who mysteriously disappeared at South Ferry, New York, on August 25th, or any one knowing his whereabouts, will please communicate with Secretary, Marine Firemen's Union, 70 South St., New York City. 10-20-20

Chas. T. Smith, Roy Dresser, Joe Ban, Autti Hanks, Thos. Wolstenholme, Chas. Fraser, W. B. Pierce, Karl Olson, William Holmes kindly communicate with John T. Smith, Room 411, 112 Market St., San Francisco. 10-6-20

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg. Telephone Sutter 4673. Residence Phone Prospect 2908.

INFORMATION WANTED.

Mrs. Jean Taylor. 940 Pender Street, West Vancouver, B. C., is anxious of ascertaining the whereabouts of Robert Gilchrist Cassar, a member of the Sailors' Union of the Pacific. 10-13-20

Honolulu Letter List

Bading, G.	Johnson, Ralph
Bradley, Ed.	Larsen, John
Buck, Harry	Lilyborge, Will.
Bjorkqvist, R.	Lundgren, Karl
Bott, James	Lind, Gust
Caldwell, John	Makinnon, Kanno
Campbell, Edd	Mulligan, Ed.
Ellberson, Ward	Myers, Georg
Harms, Ed.	Parker, A. L.
Haraldsen, Alf.	Sondel, Franklyn S.
Howard, John	Seevers, Howard L.
Helling, J. S.	Stewart, R. T.
Jorgensen, H. F.	Solberg, B. P.
Johnsen, Hilding	Takostelny, Jos.

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A PLEASANT PLACE FOR ALL SEAMEN WHILE IN PHILADELPHIA. NO BOARDING OR SHIPPING. NOTHING TO SELL.
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Repairing, Cleaning and Pressing
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San Pedro, Los Angeles Waterfront, Cal.

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License Guaranteed or Fee Refunded.
Mates' Courses, $55.00
WRITE FOR CIRCULAR
Sextants, best makes, from $117.50; Octants, $72.50; Marine Night Glasses from $27.50—Best Makes.
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— For —
A GOOD CUP OF COFFEE
— or —
A SQUARE MEAL
— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

Sailors' Outfitter
BENJAMIN'S
The Old Reliable
CLOTHING, SHOES, HATS, RUBBER AND OIL CLOTHING
207 Second Street Eureka, Cal.
E. BENJAMIN, Prop.

You Want the Truth
This year there will be stirring times in the Nation. Under government censorship it is increasingly difficult for the average man to get the real meaning of the social and political movements of the day.
LA FOLLETTE'S MAGAZINE
will be specially represented at Washington and will analyze and present the news from the capital truthfully and fairly. Senator La Follette is making a real fight to lift some of the tax burdens from the common people and place them where they belong—on excess profits, war profits and surplus fortunes and incomes. Because of this he is being attacked more bitterly than any other man in public life.
Send in your order today.
$1.00 Per Year—Agents Wanted
La Follette's Magazine, Madison, Wis.

INFORMATION WANTED.

Anyone knowing the whereabouts of George Mace Monroe, a member of the Sailors' Union of the Pacific, last heard of at Charleston, S. C., March, 1916, will please communicate with his mother, Mrs. Alice Monroe, 918 Spruce street, Seattle, Washington. 6-9-20

AXTELL'S BOOK
"Rights and Duties of Merchant Seamen" for the use of seamen and officers, just out. Copies may be obtained by addressing
RIGHTS & DUTIES OF SEAMEN PUBLISHING COMPANY,
9 State Street, New York City.
$1.00 Per Copy.

To Scandinavian Sailors:
Inheritances collected Money forwarded to all places in Sweden, Norway, and Denmark to banks or private persons at lowest rates. Full guarantee.
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Pacific Coast Marine

With a flange on her main steam pipe fractured, the British steamer "Dadg 76," en route from the River Tyne for Portland, Ore., arrived in Falmouth for repairs.

The prices offered by Australian agents of California gasoline shippers are said to be so lucrative that several new companies have started business at San Pedro to ship the California fuel.

The American ship "Golden Gate," 2,273 tons, has been chartered to carry barley from San Francisco to the United Kingdom by Strauss & Company. The price quoted is $21 a ton, but if the vessel discharges at Leith the charter calls for $22.50 a ton.

San Francisco's training school for merchant seamen, conducted by the United States Shipping Board, will be discontinued shortly after January 1, according to a communication received from Chairman Benson of the Shipping Board. Training of student officers will continue, both in the technical schools and on training ships, it was stated.

After considerable patience the fishermen at Meiggs Wharf succeeded in securing from the State Harbor Commissioners an electric winch for the hoisting of their small craft from the inlet to the docks. A petition asking for such a convenience had been filed with the board, it is said, many months ago.

Dismantling of the naval station at Olongapo, Philippine Islands, has begun, according to a dispatch from Manila. The machinery and equipment is being moved to Cavite, which will be the only naval station on the islands. Principal among the equipment to be moved from Olongapo is the famous Dewey drydock.

One of the most attractive numbers of Aloha, the magazine published by the Matson Navigation Company, has been issued this month. Interesting articles on the scenic points in the islands and pages of illustrations make the October number an exceptionally valuable handbook for tourists.

Fire which broke out on the British steamer "Canadian Exporter" while en route from Vancouver to Auckland slightly damaged the vessel's cargo. The blaze was confined to the vessel's bunkers on the port side and was extinguished before the craft arrived at the New Zealand port. There was no damage to the vessel.

Formation of three new steamship lines from Brazil to the Atlantic and Pacific coasts are announced in a report of U. S. Consul Thomas H. Bevan at Bahia. The new lines will be organized by the Lloyd Brasiliera Company and the vessels to be operated on the lines were taken from Germany by Brazil during the war.

Direct pipe lines from the large Southern California oil refineries to San Pedro are said to be the chief reason for the southern encroachment on San Francisco's long established oil trade. More than 15,000,000 gallons of case and other oils have been shipped from San Pedro in the last month, and so promising is the business that five new companies have been organized to engage in it.

San Francisco, with 1,042,811 tons, was fifth among the ports of the United States in handling Shipping Board tonnage during the fiscal year ending June 30, 1920, according to a report by the Shipping Board. No other Pacific Coast port was among the first six. The figures for the first six are: New York, 5,730,702 tons; Baltimore, 2,065,465 tons; Philadelphia, 2,061,268 tons; New Orleans, 1,560,729 tons; Norfolk, 1,470,349; San Francisco, 1,042,811; and Newport News, 972,479 tons.

Announcement was made recently of the closing of five charters for vessels from north Pacific ports. Three Shipping Board steamers, not yet designated, will carry ties from Puget Sound to the United Kingdom. The "Eastern Belle," 1934 tons, has been chartered by the American Export Lumber Company to take lumber from Puget Sound to Cuba, at $25. Balfour, Guthrie & Company chartered the steamer "Waban," 3821 tons, for wheat from Portland to Callao; terms private.

Suspension of the United States coastwise act permitting foreign vessels calling at Honolulu to carry passengers to and from San Francisco will cease at the end of this month. Extensions have been granted on two occasions, the last being for one month, from October 1. The extension has been granted from time to time due to the heavy passenger congestions here and in Honolulu. Honolulu advices state that this situation has been cleared and it is doubtful if the coastwise act will again be extended.

Warning from the United States consul at Bordeaux was received in shipping circles here that a heavy penalty will be imposed by the French government on all owners who fail to manifest all articles of foreign origin on board before arriving at a French port. Personal property of the crew and especially tobacco, cigars, cigarettes and matches, must be placed in the manifest of the vessel and be ready when the ship is 12 miles from shore. The tobacco and cigars are a monopoly of the French government.

New recripocating engines recently purchased by the Matson Navigation Company from the Shipping Board are to be installed in the steamer "Enterprise." The work will be done at the Moore yards in Oakland, and the steamer will be given a general overhauling, and her deck accommodations improved. While the "Enterprise" is laid up, the steamer "Eastern Guide" will take her place in the Hawaiian service. Being the first steamer in the Matson service, the "Enterprise" is considered a favored vessel and everything possible will be done at Moore's to make her spick and span. She was built by Wigham and Richardson and Company at Newcastle on Tyne, 38 years ago.

Advices received here announcing that the Cuban Government had awarded to the Cuban Steamship Company for operation five German freighters seized in Cuban ports upon the declaration of war has stirred several local shipping firms to action. It is said that these vessels would prove valuable in the coastwise trade, and a movement will be inaugurated to secure them for trade out of California ports. The vessels allotted to the Cuban Steamship Company are the "Bavaria," 5,900 tons; "Constantia," 4,500 tons; "Adelheid," 4,200 tons; "Kydonia," 4,500 tons, and "Olivant," 5,800 tons. Cuban advices say the ships have been refitted and renamed by the Cubans.

Notwithstanding adverse exchange rates, imports into New Zealand from this country are continuing to be exceptionally heavy, according to information reaching local shipping circles. This condition, explains the information, will continue to exist for many months to come and the Pacific coast can look for increased business in this direction. One of the chief reasons for the heavy demand of American goods is the fact, that merchants of New Zealand are absolutely unable to secure goods from Great Britain. Motor cars, hardware, rubber goods, fencing wire and drugs are needed badly in New Zealand ports. California canned fruits as well as dried fruits and canned fish are much sought after by the New Zealand agents.

The status of twelve German ships, totaling 30,000 tons, which were interned in Mexican ports at the outbreak of the war in 1914, has caused much speculation in shipping circles. These vessels for some time have been listed as being prepared to leave for the North Pacific to load. Although operators who formerly looked after the fixing of German vessels here are quiet on the subject, it is understood there has been a large exchange of negotiation between the owners and the British. One report states that the British made a proposition to permit the German owners to move the vessels to Europe with cargo, provided they would recondition them and later turn them over for allied disposition. The ships involved are the "Lasbek," now at Guaymas, and the following, which are at Santa Rosalia in the Gulf of California: "Adolf Vinnen," "Egon," "Hans," "Harvestehude." "Helwig," "Orotava," "Reinbek," "Schurbek," "Thielbek," "Walkure" and "Wandsbek." Before the war these ships, like many of the Frenchmen that have resumed trade, often came to the Pacific to join the annual grain fleet. After their long sojourn in semi-tropical waters, it is admitted their reconditioning would entail no small outlay.

After a two months' investigation of the freight congestion at the harbor of Havana. Captain J. H. Bennett returned here and reported that there were over sixty freighters from all parts of the world lying in the Cuban port. Cargoes valued at millions of dollars are reposing in the holds of these vessels, while their captains and the representatives of the steamers are in a quandary how to unload the crafts, which have been in port from periods of sixty to eighty days waiting to discharge. Heavy losses are facing the shippers and steamship operators whose shipments and vessels have been tied up by Cuban merchants, who refuse to take delivery. Warehouses and docks are piled high with goods and foodstuffs shipped from all over the world, which cannot be distributed to interior Cuban points, due to the action of these merchants. The situation is beginning to clear up in a measure, according to Captain Bennett, due to the action of operators in refusing to send their vessels to Havana. Prior to the embargo placed on the port by steamship operators, freighters laden with cargoes, valued at millions of dollars, were arriving there daily only to be forced to drop anchor and join the rest of the fleet. Captain Bennett, who proceeded to Havana as the special representative of the Robert Dollar Steamship Company, said that cargoes of rice from Japan could be purchased in the city of Havana by the trade for 9 cents per pound, while in the interior points of Cuba the product was hard to purchase at 21 cents.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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91 North Second Street

BOATMEN'S BENEFICIAL ASSOCIATION

H. ESKIN, Secretary
HOBOKEN, N. J.....816 River Street

(Continued on Page 11)

The Seamen's Journal

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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 27, 1920.

COOLIE LABOR FOR AMERICA?

A report from the Legislative Committee to the Executive Council of the American Federation of Labor, published in the November issue of the American Federationist, opens with a rather startling statement. It is a statement, moreover, of peculiar interest to California and the Pacific Coast in general.

"The people of the United States are faced with a most dangerous menace," begins the report. "Plans have been carefully and insidiously laid to present to the regular session of Congress a bill providing for the admission of Chinese coolie labor, provided the elections result satisfactorily to the industrial autocrats and reactionaries. The agitation has been going on for several years intermittently. In the last Congress members received frequently a postal card alleged to have been sent them by the 'Producers' Association of Brooklyn.' This advocated the repeal of the Chinese Exclusion Act in order that 'through coolie labor the high cost of living could be reduced.'"

The report then goes on to quote from a letter sent to various employers by F. C. Harley, chairman of the Western States Agricultural Development Committee, San Francisco, California. Says Mr. Harley, referring to a visit he made through the east and its results:

> The writer was more than pleased with the spirit shown by the business men of Chicago and their familiarity with the Chinese as laborers, thus rendering the sojourn in your city of longer duration than anticipated, to assist them in organizing the Central States Agricultural and Industrial Committee to obtain the needed legislation permitting the admission of Chinese into the United States to do the menial work our white labor will no longer do. My only regret is that I could not meet you all personally but trust that I may have that pleasure at some future time during which interval I hope you will not hesitate to lend your co-operation to the Central States Committee, with headquarters in the First National Bank Building, Chicago, under the guidance of Mr. Chas. T. Henderson, Associate Chairman, as success can only be achieved by educating others to the importance of the movement. For without immigration we must stand still

Mr. Henderson, according to the committee's report, corroborates the statements made by Mr. Harley. The corroboration is contained in a letter, also "sent to various employers," and reads as follows:

> These raids of the Reds, Communists and I. W. W.'s emphasize the desirability of bringing into this country hereafter a class of labor that does not organize, has no foolish notions of six-hour days or five-day weeks, and does not wish to upset our present form of government.
>
> The raising of the ban on Chinese labor will, we believe, go far to solve the problem of our present danger. Our representative will call on you shortly and we trust you may be able to give him a few moments of your time in which to explain to you matters of interest in connection with our work.

The committee next points out that "the present Congress is the most reactionary of any in history. And this reactionary Congress will be in possession of the affairs of our nation until the 4th of March, 1921. If the people of the United States do not elect men to the next Congress who will place the interests of the country above those of conscienceless corporations the gates will be opened and hordes of Chinese coolies will be admitted."

The report winds up with a strong appeal to the workers everywhere to demand of their respective Congressmen, both Senators and Representatives, that they vote against "such a cruel, despicable and contemptible proposition." Taken by and large it is a document that should be read by every man and woman who believes that this country should forever remain a heritage of the white race. Its logic will be found especially convincing to the people of California, where the danger to the community from imported Chinese coolie labor is better understood than in any other section of the United States.

HAPPENINGS IN ITALY

Many a worker in America is asking the question, What is really taking place in Italy?

Last week's JOURNAL contained a résumé of the situation in Italy by Mr. Arthur Livingston. This week, in the Atlantic department, we are enabled to give encouraging details upon the progress of the Italian seamen's co-operative enterprise. No one, desiring to keep posted on really important current events, should fail to read these two articles.

Apparently things are moving swiftly over there. The London Times' correspondent at Milan sends a dispatch saying that Italy now gives the impression of being on the brink of a military coup d'etat. "The Nationalist press," he asserts, "is calling for a military dictatorship as a remedy against rampant Bolshevism, and hails D'Annunzio as a suitable dictator. Avanti, the Socialist organ, however, alleges that D'Annunzio recently appealed to Moscow for military aid and moral aid, and was approved by Lenine as an instrumnet of the Soviet Government."

Altogether, it is difficult to follow the rapid developments and the conflicting reports as announced in the daily press. The editor of the JOURNAL spent a few weeks in Italy recently and made an earnest effort to get at the truth of things in matters affecting the men and women of labor.

In Italy, as elsewhere, the war presented an opportunity to profiteer—to rob the weak and defenseless.

The same war—and the aftermath of the war—has brought or created many other opportunities. To the idealists, for example, the days that are passing present an opportunity that may not come again for generations. It is an opportunity, they think, to carry out some of their visions, and among these is the Socialist Commonwealth. Now is the time, they believe, to lay the foundations of the new society which will assure to every man, woman and child a decent livelihood. But, as usual, the idealists are at war among themselves; and due to widespread and increasing misery the extremists are overpowering the moderates. Constituent assemblies, universal suffrage, elections, parliaments, etc., make no appeal to hungry men who demand food, a division of all available wealth and a workers' government which shall decree that hereafter he who does not work shall not eat.

Of course, such demands seem absurd to comfortable Americans. Yet, everyone must see how natural and inevitable such a theory of life becomes in the midst of general near-starvation.

Where practically everyone has work and some of the comforts of life, the few men who do not work seem to be of little importance, but when masses are starving it is comparatively easy to arouse bitterness and resentment because a few live in idleness and plenty. This is not typical of Italy and it is not simply an after-war psychology. It is the psychology that would exist right here in America if we were facing famine. Men who have for over four years been fighting desperately in the trenches returned as poverty-stricken heroes to find their loved ones literally starving to death. They fought for their country, including those who made fortunes out of the war, and their first thought when observing the misery in their homes was to tear to pieces those who profited in the war that brought them untold suffering.

Their state of mind is about like this: We have been at the front and fought battles never before equaled in the history of the world; we have fought to protect you and your property, and now that we are home again do you expect us to starve to death while you live like swine at the trough? And with a rage that is indescribable they are turning upon all who stand for the existing order of things. The great mass of the soldiers of Italy have not read Marx, nor have they suddenly become constructive Socialists. Some have become destructivists and divisionists; others, perhaps unconsciously, instinctive Socialists. However, they would not have become either the one or the other in such vast numbers if food were not lacking. But as a state bordering on famine exists, they declare that nothing is too good for those who have fought and labored, and they are now taking by force, food and other property.

We may call this state of mind anything we please, Socialism, Anarchism, or Bolshevism. That is of little importance—the next stage, if industry remains paralyzed, may be cannibalism; but the vital matter is that this state of mind exists and that it will not change so long as economic conditions in Italy remain substantially what they are and have been since the signing of the armistice.

DON'T FORGET THE LIBRARY

San Franciscans may justly "point with pride" to their magnificent public library, with its chain of branches throughout the city. The architectural beauty of the buildings is of the highest order. The service and accommodations afforded the public are unexcelled anywhere. Few cities, indeed, have a finer or better managed library system.

Yet with all these excellences San Francisco has acquired the unenviable reputation of setting aside the smallest appropriation of any for the maintenance of its library system. It was for this reason that it was found imperative to place Charter Amendment No. 40 on the ballot to be voted on next Tuesday. This amendment provides for a tax levy of not less than 2½ cents and not more than 3¾ cents on each $100 of assessed valuation, so as to make it possible to keep the library up to its present standard.

The increase thus asked for is to stock the library with modern and up-to-date books, which are badly needed to meet the ever-growing demand. How extensive this demand is may be inferred when it is stated that over 70,000 persons take books for home use, and over 1,400,000 books circulated during the year.

It will thus be seen how important it is that Charter Amendment No. 40 be adopted. The public library is the people's university. It meets the demands of all. The student, the business man, the mechanic, all seek there the latest information found in books and periodicals relating to their special lines. And remember that the measure of a city's progressiveness is its facilities for diffusing knowledge. No city or nation can long hold its own in this world whose people are ignorant. Vote "Yes" on Charter Amendment No. 40.

DIRECT LEGISLATION

Seamen who are voters in San Francisco, and happen to be in port next Tuesday, should not fail to vote on the 48 proposals printed on the ballot.

Labor's attitude on the first twenty proposals is published in the adjoining column. On the remaining twenty-eight proposals the San Francisco Labor Council has endorsed the following: No. on Ballot—23, 24, 26, 27, 28, 29, 30, 32, 33, 34, 35, 36, 37, 39, 40, 41, 44, 46, 47, and 48.

The Council put itself on record as opposed to Amendment No. 25.

Of the amendments endorsed by the Council No. 23, No. 41 and No. 48 are especially deserving of the votes of workingmen and women. No. 23 provides for an increase of one dollar a day in the pay of the city's policemen. Their present salary amounts to $4.66 a day, a ridiculously inadequate compensation these days for the service rendered to the city.

Amendment No. 48 provides for a similar increase in the pay of the city's firemen. They are entitled to the raise equally with the policemen.

Amendment No. 41 provides for an increase of one dollar a day in the pensions of three aged veterans of San Francisco's original fire department. Each one of these three men is over 70 years of age.

THE FRESNO CONVENTION.

(Continued from page 2)

tion of having contracts of craft organizations expire simultaneously; concurred in.

Proposition No. 41—Relating to the violation by the U. S. postal department to the laws governing the employment of women more than eight hours a day; concurred in.

Proposition No. 44—Relating to the enactment of a law changing the age limit at which postal employes may be retired; concurred in.

Proposition No. 45—Relating to overtime and asking the assistance of the Federation to assist in the enactment of laws for the protection of postal employes; concurred in.

Proposition No. 46—Relating to increases in pay for postal employes and asking the aid of the Federation; concurred in.

Proposition No. 48—Relating to the establishing of a court of appeals for postal employes in cases where they are concerned, there being no provisions made at this time for their protection; concurred in.

Proposition No. 51—Relating to the Red Cross relief; concurred in.

Proposition No. 52—Relating to proposed changes in the compensation act to include in its provisions those engaged in railroading and other occupations not now covered by the law; concurred in.

Proposition No. 54—Relating to the Waterfront Employers' Union and its activities; concurred in.

Proposition No. 55—Relating to the election laws and to party affiliations and the present disenfranchisement of voters; concurred in.

Proposition No. 57—Relating to the observance of Labor Day and the establishing of same by law to apply to all schools; concurred in.

Proposition No. 59—Relating to the creation of an additional Vice-President, the district embracing Redding to the Oregon State line; concurred in.

Proposition No. 61—Relating to the installation of proper sanitary equipment in Moving Picture operating rooms; concurred in.

Proposition No. 63—Relating to constitutional amendment known as Proposition 16 on the ballot; concurred in.

Proposition No. 64—Relating to Teachers and asking protection through civil service laws to be enacted; concurred in.

Proposition No. 70—Relating to the Workmen's Compensation Act, raising compensation to provide a minimum of $10.72 and a maximum of $35.00 per week; concurred in.

Proposition No. 71—Relating to the approval of the United Labor Press of California; concurred in.

Proposition No. 72—Relating to the Referendum in which it is proposed to increase the number of signatures to 25% wherein any measure affecting taxation is concerned; concurred in.

Proposition No. 73—Relating to the establishing of laws governing the examination and licensing of plumbers; concurred in.

Proposition No. 74—Relating to the establishing of the 44-hour week in all branches of the printing industry; concurred in.

The Convention concurred in the recommendations of the Executive Council relating to the following propositions which will appear on the November ballot:

No. on Ballot.	Ballot Title.	How to Vote.
1.	"Alien Land Law."	YES.
4.	"Initiative." (Increasing percentage of signatures required for certain initiative petitions.)	NO.
9.	Relating to "Highway Bonds"	YES.
10.	"Constitutional Convention."	NO.
11.	"Alien Poll Tax"	NO.
16.	"School System."	YES.
17.	"Absent Voters."	YES.
18.	"Exempting Orphanages from Taxation."	YES.
19.	"State Aid to Institutions."	YES.

The Entertainment Committee of Fresno trade-unionists did all in its power to make the stay of the delegates pleasant and one and all voted the convention a great success.

Seth R. Brown of the Los Angeles Labor Council was unanimously elected to represent the Federation at the next convention of the American Federation of Labor at Denver.

All the incumbent officers were re-elected and Napa was chosen as the next convention city.

In conclusion your delegates wish to convey to the Union appreciation for the honor conferred in electing us to the Twenty-first Annual Convention of the State Federation of Labor and believe the results accomplished will be of greatest advantage to the organized workers of California.

Fraternally,
HARRY OHLSEN,
R. INGWARDSEN,
GEO. LARSEN,
PAUL SCHARRENBERG,
C. F. MAY,
ED. ANDERSEN.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Oct. 25, 1920.

Regular weekly meeting came to order at 7 p. m., Andrew Furuseth presiding. Secretary reported shipping medium; plenty of members ashore.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

Vancouver, B. C., Oct. 18, 1920.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Oct. 18, 1920.
Shipping medium; prospects uncertain.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Oct. 18, 1920.
Shipping dull.
P. B. GILL, Agent.
84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Oct. 18, 1920.
Shipping medium; prospects uncertain.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Oct. 18, 1920.
Shipping medium; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Oct. 18, 1920.
Shipping fair; members ashore plentiful.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Oct. 11, 1920.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Oct. 23, 1920.
Shipping quiet.
EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Oct. 20, 1920.
Shipping slow.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock. Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Oct. 16, 1920.
No meeting. Shipping fair; few members ashore; shortage of cooks.
JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Christian Ibsen, No. 178, a native of Denmark, age 28. Died at Latoka, Fiji, July 26, 1920.

Ernest George Nogat, No. 927, a native of Germany, age 41. Died at San Francisco, Calif., October 22, 1920.

Imposition of a $10 visé charge upon American passports issued to aliens under certain conditions has caused a vigorous protest from Honolulu. Hawaii has been enjoying a considerable tourist trade from passengers on steamers bound from Australia and the Orient to Canada and other foreign lands, and the $10 fee has materially reduced this patronage, it is said. Rather than pay out this sum for a few hours or a few days ashore, many remain on shipboard. Foreign nations are talking of retaliation by similar charges against American tourists, it is said.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

THE "CO-OPERATIVA GARIBALDI."

Seven Ships Owned by the Organized Seamen of Italy.

(By Captain A. Raimondo)

After the unfortunate strike of the Italian Sailors and Firemen's Union in 1905, the leadership of the organization passed into the hands of a new secretary. This was Captain Giulletti, a man of large intelligence, broad vision, greatness of heart and unquenchable faith, who still remains at the helm of the Italian Seamen's Union.

It was under his wise guidance that the Italian seamen began to seek emancipation from the thraldom of contract slavery, which had bound and exploited them for centuries. But little real advancement could be seen until the deck and engine room officers had decided to cast in their lot with the unlicensed seamen composing the deck and fire-room crews, thus composing one solidly amalgamated union of all branches concerned. In 1913 the Italian shipowners, realizing the danger ahead, founded an officers' association called "Yellow," and made every effort to deprive the seamen of the few benefits and advantages they had obtained during the Turko-Italian War.

In order to terrify the seceding navigators, they declared a general "lockout" through all their fleets, and for many months thousands of seamen remained idle while hundreds of ships in all our ports lay rusting in their "neglected brine." And meanwhile the wealthy shipowners, shivering in fear of losing their influence and their towering fortunes both at the same time, stood waiting in vain for the seamen to surrender and return to their labors, with hopes blasted and their union disintegrated. But the faith of the Italian seamen in their magnificent leader was already so strong and universal that every one of them would rather have died of starvation than betray their union. The outbreak of the War of Nations in 1914 ended this momentous strike. The owners, attracted by the sudden and unprecedented rise in freight rates, forgot all minor disputes in their haste to get their ships in commission. We also, from motives of patriotism and love of fatherland, likewise laid aside our personal concerns for the time being and rushed to our country's defense. But that fight convinced us of our collective power, and caused us to realize that no permanent and lasting improvement in our economic or industrial conditions could ever be established while parasitical shipowners were permitted to continue their blood-sucking tactics. It was at this great period in the World War and maritime history that the idea of a collectively owned merchant marine, owned, operated, navigated and controlled entirely by the organized seamen of Italy themselves, first occurred to the directing mind of our great leader, Captain Gulletti.

But the time was not yet ripe for such a novel attempt. The wages of a sailor at that time, so much complained of by grasping owners, was $22 per month. It was therefore impossible for seamen to subscribe to shares of capital stock in a collective enterprise of this magnitude just then. But the experiences of the war, which had hastened the solution of many other long-unsolved problems, likewise brought home to us with renewed force the importance of putting into practical effect our long-cherished theory that seamen should be lords of their own destinies and enjoy full ownership and unquestioned control of the vehicles of their own employment—the ships.

In 1918 the "Co-operativa Garibaldi" was founded at a banquet given on board the liner "Giuseppe Verdi," attended by every member of the ship's company, from master to messboy.

The aim of this society is to make all ships the property of the men who sail or operate them, thereby cutting off the princely incomes of the ancient and idle class of predatory shipowners, who fatten on our industry, and squander the surplus proceeds of our hard and dangerous labor in luxurious amusements and extravagant excesses.

Having accomplished this much-to-be-desired improvement, the profits of our industry and enterprise would be divided only among the men who actually earned them—the seamen. There will be no profiteering dividends nor middlemen's rake-offs.

Shortly after the formation of the society one assembly of seamen declared unanimously in favor of a general assessment to be levied upon the membership in order to create a capital fund with which to buy ships.

In May, 1920, we began by buying five steamers from the Italian Government, and now our fleet, sailing under the red flag of the "Co-operativa Garibaldi," numbers seven well-found ships. The president of the "Co-operativa" is the great fighter, Captain Giulletti, now elected to Parliament by all the sailors of Italy.

Our business manager is Captain Rizzo, R. N. R., who became world famous by his daring exploits against the Austrian navy during the late war. He was for three years the terror of the Austrian navy, sinking three of her best dreadnaughts, one of them in the mined harbor of Trieste.

The Italian seamen believe that under the direction of such able and invincible leadership the "Co-operativa Garibaldi" can accomplish wonders for their complete emancipation and economic and industrial improvement, and we are all looking forward to the time, which God grant is not far distant, when the entire Italian merchant marine will be in our hands and operated by us for the benefit of our members and the glory of our flag.

The task will be a stupendous one even for such great leaders as our two gallant and devoted captains undoubtedly are. The shipowners, thoroughly organized, closely amalgamated, combined and consolidated, clearly foresee and fully appreciate the towering menace which now threatens their long-cherished monopolies and exploitation of Italian commerce in the rapidly gathering array of the advancing Co-operativa, and will fight it to the death, rejecting no weapon, either fair or foul, to encompass their lawless ends or perpetuate their power to revel in the ill-gotten gains if public plunder and corporate greed.

In this impending struggle we rely upon the mass homogeneity, loyalty and national spirit of the organized Italian seamen, and our sense of right, but mainly we trust in the moral and conscientious support of all seamen and workingmen throughout the world.

This assured, there can be no doubt of our success. The present fleet of the "Co-operativa Garibaldi" embraces the following named steamships:

"Mazzini" (former "Brescia").
"Luigi Rizzo."
"Pietro Gori."
"Andrea Costa."
"Goffredo Mameli."
"Amilcare Cipriani."
"Pietro Chiesa."

To furnish and maintain the working capital of the "Co-operativa Garbialdi" the following graded monthly assessments are levied upon all members of The Italian Federation of Sea-Workers:

Captains and chief engineers	Lire 60—$12
Officers	Lire 50—$10
Crews, individually	Lire 45—$ 9

In last week's issue of the SEAMEN'S JOURNAL we had the good fortune to report a brief, personal interview with Captain Raimondo of the steamship "Brescia," owned and operated by the "Co-operativa Garibaldi," organized and incorporated by the Italian Seamen's Federation on the collective ownership plan. In this week's issue we take pride as well as pleasure in publishing a signed statement, kindly submitted by Captain Raimondo from Norfolk, Va., where his ship, now renamed "Mazzini," called for bunkers to take her home to Genoa on her maiden voyage as a union ship.

Captain Raimondo's instructive contribution will be read with absorbing interest by all seamen, and with equal alarm by all monopolistic shipowners, for it serves timely and distinct notice upon the world that maritime monopolies are in danger if not doomed.

It arouses the long-slumbering truth that all created and visible wealth, permanent or transitory, belongs to the workers —not to the winners. To the producers, not to the gamblers and jugglers of finance.

JAMES H. WILLIAMS.

SECTION THIRTY-FOUR.

The Congress-be-damned attitude assumed by President Wilson by his tardy and autocratic action in deliberately nullifying Section 34 of the Jones Merchant Marine Act, solemnly enacted in good faith and deliberately approved under his own hand on June 5, 1920, demolished the last fond hope, if any ever existed, of a continuation of Democratic policies at the White House after March 4, 1921.

We are not politicians, but we dare to

predict that the result of the November election will abundantly testify that the American voters and taxpayers will never again allow their own merchant marine to be tampered and trifled with, or juggled off the seas, in accordance with the demands of ambitious foreign rivals.

That President Wilson's belated action has caused some consternation at home and fleeting jubilation abroad is obvious, but that it has been long expected and in some measure provided against by American shipping interests should, to some extent, mitigate the inevitable loss to the merchant marine, which it is bound to impose. The precise reason for President Wilson's refusal to execute the Congressional mandate by abrogating treaty restrictions on the full and fair development of American commerce is not easily divined. It is easy to talk of foreign leanings, Presidential prerogatives, overweening idealism, mental or physical incompetency, or executive despotism, or to threaten impeachment proceedings. But who shall establish all these theoretical charges against the President or institute impeachment proceedings during the short session of Congress, and so near the close of a stormy and prolonged administration? As between the legislative, the judicial and the executive branches of our Government there appears to be an outstanding question of final authority which has never been decided.

The President, in refusing to abrogate treaty provisions in order to restore the former privilege of discriminatory duties in favor of American ships, and to impose protective tonnage dues on foreign ships entering our ports, in accordance with the instructions of Congress, questions the right of the legislative branch of the Government to pass such an Act, even though he has already approved it. Congress, on the other hand, resents the President's arbitrary attitude, and there, for the present, the matter stands. It is probable that had President Wilson acted according to the instructions of Section 34 of the Merchant Marine Act, the foreign nations involved would have appealed to the United States Supreme Court to have that particular section of the Act set aside as being unconstitutional, even as they did in the case of abrogating the man-hunting treaties commanded by the provisions of the Seamen's Act. Whether the Supreme Court would administer an emetic or a cathartic decision to the subject may be a dubious question, but as to the right of the American people, through their representatives in Congress, to demand discriminating legislation in favor of their own maritime expansion there can be no doubt.

America has adopted such a discrimatory policy before and built up the banner merchant marine in the world by it—under canvas—why not under steam?

Great Britain, according to our esteemed contemporary, The Marine News, maintained just such a protective policy for 200 years, 1651 to 1850, in order to beat the Dutch, and did beat them out of their sabots and off the seven seas.

America is the greatest producing and exporting nation on the face of the globe, and for fifty years she has been the helpless prey of foreign maritime leeches, who have feasted on her life's blood. During our Civil War Britain did her utmost, short of actual declaration of war on her own part, to sink and destroy the American merchant marine beyond redemption, and unfortunately succeeded.

The $15,500,000 awarded the United States by the Court of Claims may have served in some measure to reimburse private ship owners for their individual or corporate losses, but it counted not one dollar's worth toward the rehabilitation of the American merchant marine, which was already defunct beyond recovery or repair, and fully replaced by foreign bottoms.

Foreign nations have now enjoyed a practical monopoly of the American carrying trade so long that they acutally resent as well as dread the intrusion of American laws, as well as the introduction of American ships, to cut short their blissful orgy of cut-throat traffic.

The greatest fleets, and the finest, fastest and largest ships ever constructed in Great Britain and other foreign countries have been those designed and built exclusively for the American trade, and largely paid for with American capital.

There is an old law still operative down New England way, probably transcribed by the early Puritan fathers from the ancient statutes of Old Albion, which provides that twenty years unchallenged possession of land constitutes a clear and irrevocable title to the same.

Perhaps Great Britain is seeking to have this ancient land law incorporated as a recognized article of maritime law as well. One thing, however, is clear: The merchant marine should be taken out of politics, and divorced from the dillydallying methods of an already overworked Department of Commerce as well.

As one of the greatest, gravest and most important of all the national and international problems confronting the American people and their Government today the present protection and future development of our merchant marine in the face of hostile foreign competition is one that deserves the most solemn and serious consideration of all concerned.

We must not allow the American merchant marine to be used as a political pawn by any party, nor to be submerged through the laxity, indifference, laziness or overtaxed powers of administrative functioning or deadheads.

The merchant marine, from its colossal proportions, innumerable ramifications, its international relations, its national importance, and its ever-increasing and difficult problems, deserves, desires and should demand a separate, responsible and untrammeled administrative head of its own.

In view of present conditions, and under the pressure of existing problems, and still more exacting ones yet to be dealt with in the world race for maritime supremacy, we believe the time has arrived for the establishment at Washington of a new and independent Department of Marine and Shipping, under the direction and control of a new Cabinet Minister, and embracing all existing bureaus of navigation, operation or personnel now being mismanaged under other departments.

The refusal of the President to demand the abrogation of treaty stipulations with foreign nations, held to be inconsistent with Section 34 of the Merchant Marine Act, does not nullify any other sections of the Act. This is specifically provided against by Section 36 of the same Act, which provides:

"That if any section of this Act is declared unconstitutional or the application of any provision to certain circumstances be held invalid, the remainder of the Act and the application of such provisions to circumstances other than those to which it is held invalid **shall not be affected thereby.**"

Section 31, 32 and 33, relating to the rights of seamen, in regard to half wages, prohibition of advances in foreign ports, damages for personal injuries, and the right of trial by jury in damage suits, remain unaltered and intact and in full force and applicative in all cases. But any act, administrative or legislative, which affects ministrative or legislative, which effects the success of the merchant marine adversely, affects the interests of its personnel in the same way and in the same ratio.

The Merchant Marine Act is the first law ever passed by Congress, in so far as we know, the terms of which were equally satisfactory to shipowners and seamen.

In upholding that Act alone both sides could agree to co-operate.

We are inclined to the opinion that the flare-up between the President and Congress in this instance is caused by a difference in political complexion.

A Republican Congress and a Democratic administration do not appear to make a willing team. Congress was not in session, and because the trace horse had been turned out to grass, the shaft horse lay down and balked.

But all is not lost that's in danger. President Wilson's refusal to act may retard the purpose of the law for six months, or possibly for a year, but Congress reassembles on December 6th, and there will be a new Administration after March 4th.

We believe, therefore, that more is to be gained by a little patience than there is to be lost by a great deal of worry.

JAMES H. WILLIAMS.

"PURE BUNK."

An insignificant little bunch of mossgrown wiseacres down Boston-way sneeringly refer to Mr. Andrew Furuseth's proposal to found a nautical training school at the Headquarters of the Eastern and Gulf Sailors' Association in New York as "pure bunk."

Mr. Furuseth's proposal met with the entire approval of the regular meeting of the Association on August 30, as was reported in the Seamen's Journal on September 15, 1920.

The world has always been annoyed by a minor class of doubting Thomases and purblind obstructionists who have to thrust their hands against a buzzsaw to find out whether it is moving or not.

They all belong to the same See Nothing tribe and are lineal descendents of the original Ignor-Amus.

They are of the tribe which in fine weather scoffed at the prediction of a flood, ridiculed the spherical form and diurnal revolutions of the earth, but believe "the sun do move." Like creatures born in a pit, they believe only what they see around

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OUR WASHINGTON LETTER.

(By Laurence Todd.)

Can organized labor stop the making of wars, by the simple process of stopping the making of armaments and munitions?

The recent convention of the International Association of Machinists adopted a resolution declaring, in effect, that it can and must. It called upon the International Federation of Trade Unions, at Amsterdam, to arrange for a conference of the organized workers in the metal trades throughout the world, for "the purpose of effecting an agreement for concerted action against war in the future," the time and place and basis of representation in this conference to be fixed by the International Federation. The officers of the I. A. of M. were instructed to provide for proper representation of that body in the conference.

President Johnston and Secretary-Treasurer Davison of the Machinists say that they are soon to communicate with Amsterdam, as instructed, and they believe the conference will take place within the next year. The recent meeting of the International Seafarers' Federation at Brussels took action looking toward refusal of the maritime and dock workers to assist in wars, while the similar meeting of the coal miners of all nations—including the United Mine Workers of America, recently held in Switzerland, proposed that all coal production be stopped when the next war is begun. The workers on armaments and munitions will, therefore, be in good company when they agree on plans to knock out the war-making industry.

Early in the present summer the secretary of the international federation of the metal workers' unions of Europe, with headquarters at Geneva, visited Machinists' headquarters here and proposed that they affiliate. This the Machinists are now going to do. But their anti-war plan is to be launched directly through the International Federation of Trade Unions, with which the A. F. of L. executive recently refused to affiliate, and which they denounced as pro-Bolshevik and anarchistic in its methods and purposes.

In its preamble the resolution says: "The statesmen who are responsible for the recent war and the war of peace have demonstrated their utter inability to restore order and security in the war-torn nations of Europe, and who, by their blind stupidity, are once more dragging the world to the brink of bloody slaughter; therefore it behooves the men and women of labor to raise their voices against the repetition of the madness that swept the world for five years and which cost such tremendous sacrifice of lives and wealth.

"Modern wars are fought with machinery created and fashioned by the hands of machinists and their related craftsmen in all countries, who, in the light of recent events, must bear the responsibility for future wars. We believe that the peace and safety of the world rest in the skilled hands of the world's artisans who fashion steel and iron into armaments and munitions of war. We believe that this power wisely used will do more to abolish forever the menace of war than all the statesmen and diplomats in whose hands the destinies of the world have been entrusted."

This does not mean any immediate strike agitation, nor sabotage, nor ruinous wage demands. It does mean that the metal workers of the world are to get together and plan some means of inducing the nations to reduce the production of armaments and munitions. It means that they will demand that the governments consent to some practical plan for gradual transformation of arsenals, munition plants and navy yards into plants for the production of things useful to the world in time of peace—the making of agricultural machinery, structural steel, vessels of commerce, and so forth. Such is the meaning as explained to your correspondent by Secretary Davison.

"We, after all, are the basis of all wars, because we make the materials of war," said Davison. "We can no longer plead innocence of the bloodshed, when we know that we possess the power to prevent it. We shall use our power, through conference and worldwide agreement. The world will be better off, for our labor will be put to beneficial instead of destructive uses."

A significant warning was given the organized farmers of the South and Middle West by Secretary of the Treasury Houston, on Thursday, when they appealed to him to take steps to give them better bank credit, so that the panic in farm products may be stopped. Market prices are now far below the actual cost of production for wheat, corn, oats, livestock, cotton and tobacco. Millions of farm families face debt, mortgages, the taking of their children out of college and school, and the return of such misery as was endured during the terrible years of 1893-96. Houston told them that he could do nothing for them. They would have to try to get through the "period of a lower price level" with as little suffering as possible—for the next two or five or ten years, whatever the period might be.

That statement was a pronouncement of doom to the hopes not merely of the farmers of the United States, but to millions of industrial wage workers also. There cannot be hard times for the farmers with prosperity for wage-workers. A cog in the machine of competitive industry has been broken by the war. Economic breakage all along the line is resulting. The Esch-Cummins railroad law, with its guaranty of profits for our bankrupt privately-owned railroads, was an attempt to cover up the breakage instead of repairing it. Every day now adds to the damage which that fraudulent measure is doing to industry and to the farmers. Yet the country appears to be about to elect a partisan President and a bi-partisan Congress wholly sympathetic with this fraud and ready to meet criticism with force, and then with worse blunders in legislation.

There is a great deal to interest American labor in the decision of the British coal miners to strike. Should this strike last for any considerable number of days, England will be without railroads, docks, streetcars, electric lighting and many other "necessary" services. Her food and domestic fuel supply will quickly be exhausted. Then one side or the other must give way. But whatever the effect in England, Italy and Denmark and Portugal and other European countries will be hard hit by the shutting off of their regular supply of coal from the British mines. Railroads and lighting plants and even steamship lines will be crippled. Hundreds of thousands of men will be thrown out of work. The strike will be supported by a refusal of the coal miners of other countries—under mutual pledge in their conference at Geneva last summer—to produce any coal for export to take the place of British coal.

The United Mine Workers of America are not especially disturbed by the question as to whether they would mine coal for the British during the strike in England. In the first place, the American coal supply now above ground is smaller than ever before—less than two weeks' supply. To attempt to ship any large part of the domestic coal out of the country, at a time like this, would bring upon the operators and dealers the wrath of the nation. The miners would be fully supported by public opinion in a refusal to take a part in any such betrayal of American interests. But in the second place the British could not find ships to carry the coal to their own shores, and even if they did, our Irish longshoremen would refuse to load them, and the British dockers would refuse to unload them.

Again, the United Mine Workers realize that the time may come when they will want support from abroad, and they feel that their own prosperity would be seriously endangered if, for example, the coal miners and the labor movement of Europe as a whole should ever feel justified in declaring American coal "unfair." During the past eight months little Denmark has bought over 600,000 tons of American bituminous coal, paying for it, laid down in Copenhagen, about $33 a ton. Italy got a million tons, and Sweden is buying heavily. This export coal means wages for American miners. But its delivery and use in Europe depends upon union men in Europe.

It is these direct and powerful bonds between organized workers here and abroad that make the final separation of the A. F. of L. from the International Federation of Trade Unions disastrous—indeed, impossible. As President Johnston of the Machinists says, the denunciation of the Amsterdam International by the executives of the A. F. of L. is the expression of Mr. Gompers, but it is not the attitude of the Machinists nor of the membership of the A. F. of L. itself. James Simpson of Toronto, editor of the Industrial Banner and manager of the Labor Temple, adds that the Canadian Trades and Labor Congress will keep its affiliation with the Amsterdam International, while the secessionist elements in the labor ranks in Canada will claim that Mr. Gompers has himself now taken to secession.

Mr. Gompers, however, is undisturbed by the criticisms leveled at his separatist policy abroad or his pro-Cox policy at home. He is out on the stump for the Democratic presidential nominee, as are many of the other officials of the A. F. of L., while his official mouthpiece, the American Federationist, publishes this message, in its November issue:

"The threat of Reaction is over the land to-day. It is brazen and bold. It

means oppressive laws, restrictive measures wherever the hand of government reaches, an open door to those who live only by exploitation, added strength to those employers to whom workers are merely numbers and 'hands,' and a general lowering of our national standards of honor, liberty and humanity.

"Upon the banners of today there is only one word—'Forward.'

"Forward toward new things, better things, nobler deeds, a greater freedom!

"Let the dead past bury its dead!"

In the midst of the campaign Judge Anderson of Indianapolis has called in Assistant Federal Attorney Sims and "called him down," it is reported, for wanting to delay the trial of the officials of the Mine Workers, when the Supreme Court is about to decide whether the Lever Act, under which they are being prosecuted, is constitutional. Sims has resigned. Judge Anderson seems determined to get the satisfaction of convicting somebody from the labor movement before his pretext is destroyed.

WEEKLY NEWS LETTER.

(Continued from Page 3)

nition of any committees or representatives that his employes select to adjust grievances. Under these conditions a shop is non-union, because it ignores the first essentials of trade unionism.

Insists on Non-Unionism.

Industrial peace and non-unionism go hand in hand, according to Alba B. Johnson, President of the Pennsylvania State Chamber of Commerce, in an address before the annual meeting of that body.

The time has come, thundered the speaker, when the laborer must exercise his right to work "where he will at wages satisfactory to him, and that the right of employers to manage their business and employ whom they will, be recognized." (Loud applause.)

After making this moth-eaten Citizens' Alliance plea that workers adopt a cut throat wage policy for the benefit of employers, Mr. Johnson asked if all there was to show after the efforts of the war, the turmoil and the sacrifices, was "a sordid struggle of man against man and class against class for a larger share of the material things which minister to the wants of the body rather than to the growth of the soul and the spirit."

Every owner of natural monopoly, every profiteer, every gouger, every tax dodger, every exploiter of women and children, and every advocate of individual bargaining who was present, applauded this beautiful plea for spirituality and soul development.

Trading Ban Is Lifted.

The State Department announces that "on and after October 2 all persons in the United States are authorized to trade and communicate" with "all persons with whom trade and communication was prohibited" by the trading-with-the-enemy act.

Although the United States is still technically at war with Germany, practically all restrictions upon trade with that country are removed. It is provided however, that "the above mentioned general license does not authorize any trade with respect to any property that has been reported to the alien property custodian."

ATLANTIC COAST AND GULF

(Continued from Page 9)

them. If they had been born in a snowbank they would inevitably conclude that that was their permanent abode, unquestionably assuming from local appearances that the snow had always been there and would always remain.

They assume to deride the constructive thinker as an aimless visionary, mock the sturdy pioneer as a stubborn fool, and discredit all progressive ideas as idle, imbecile notions formulated by fools.

When a brave little group of devoted seamen met on the historic lumber pile on Folsom street dock in San Francisco and founded the Sailors' Union of the Pacific, the calamity howlers all yelled in discordant unison: "Pure bunk." When The Coast Seamen's Journal first made its appearance with the stentorian announcement: "The Seafarers' Cause It Is Ours," it was greeted with a merry and hilarious ha-ha by the empty-headed, addle-pated reactionaries, and the rancous yell of "pure bunk" resounded from Bangor, Me., to Portland, Ore., and from Sou'west Pass to the Lake-o'-the-Woods.

When Mr. Furuseth and a few loyal comrades met at New Orleans and planned the organization of the International Seamen's Union of America, their earnest, devoted and far-seeing labors were greeted with the ancient verdict, "pure bunk."

All our efforts at organization and class improvement on the Atlantic and Gulf coasts have met with the same senseless reception and always will. Nevertheless, we have made commendable progress in spite of the obstructionists.

Thirty-one years ago the local seamen's comforters wanted to know where we'd like to be buried. Our reply was prophetic as well as historical. "We'll live," we retorted, "to eat the goose that fattens on the grass that grows up on your God-forsaken graves!"

And now, behold! The crimping system and buckoism, and their ancient provider, the advance system, are all dead; persecution has been tamed; maritime slavery has been abolished, and the goose hangs high.

We hope our near-sighted critics down in hoary old Boston won't be too much excited, but we are going to have a nautical training school, as previously announced, and many more improvements after that.

Last winter, when the New Orleans Branch of the Eastern and Gulf Sailors' Association adopted resolutions in regular meeting, proposing the collective ownership and operation of ocean-going ships by the Seamen's Unions as a subject for consideration by the 1921 convention of the International Seamen's Union of America, our vociferous "pure bunk" critics took up the subject and laughed it to scorn.

And lo, and behold, here comes an Italian Seamen's Union from across the sea and takes the wind completely out of our sails with a fleet of seven big cargo ships, already in commission under the Union banner, and more in view.

We are strongly of the opinion that certain conservative and class-cultured residents of Boston are suffering from acute attacks of bellyache and blatherskite, superinduced by an invariable and indigestible diet of bunk and beans.

JAMES H. WILLIAMS.

International Seamen's Union of America

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SAN FRANCISCO, Cal.....166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal.....F. E. McFARLANE, Agent
46 West Main Street

BRITISH COLUMBIA STEWARDS' UNION
FRED WALSH, Secretary
VANCOUVER, B. C.....311 Hastings Street, West
Room 2. Phone Seymour 3976

Labor News

Demands for wage increases and overtime pay by the National Marine Engineers' Beneficial Association were refused by the American Steamship Owners' Association.

More than 4,000 claims for annuity have been filed by aged employes of the Government who are entitled to annuity under the civil service retirement act. Of the total of 4,005 filed, 2,077 have been acted upon in the retirement division.

Organized oil workers have established another record by adjusting grievances with the fuel department of the Southern Pacific Company. This is the first time representatives of these workers were granted a conference by this company.

A membership gain of 55,000 in one year was announced by President Golden at the annual convention of the United Textile Workers. At the present time the membership is 105,000. The delegates are determined to push their organization campaign that the forty-eight-hour week may be secured.

The International Association of Bridge and Structural Iron Workers' convention decided to file charges with the Federal Trade Commission that the National Erectors' Association has held up and delayed the erection of new buildings in New York City and other localities. These employers control the supply of structural steel in this country.

Demand for women workers continues to grow in Chicago, while the supply of male workers now exceeds the demand, the women's department of the Illinois Free Employment Bureau reports. Records show that during August there were 600 more calls for women at the Chicago office, than there were women applicants for work. In the same month 404 more men asked for work than there were jobs.

A non-union shop campaign has been launched by the Illinois Manufacturers' Association. Or, more strictly speaking, low-wage methods of these employers will be intensified. John M. Glenn is spokesman for the manufacturers. As secretary of their association he is the hired man behind whom child labor exploiters and low-wage advocates hide. Glenn says the non-union shop "is the most vital question now before American industry."

Right of assemblage has been denied striking miners throughout the coal fields in Alabama by soldiers armed with machine guns. The miners are demanding that coal owners pay wages agreed to by the commission appointed by the President, following last fall's nation-wide strike of bituminous coal miners. The miners were enjoined at that time by Federal Judge Anderson. Alabama coal owners refuse to abide by the award.

The New York City employes' retirement system, created by the State Legislature, became effective October 1. All employes, except those in the exempt class, entering the city service after that date shall become members of this system, and all present employes may become members by filing with city officials a statement waiving all present or prospective benefits in other city retirement systems. Teachers, policemen, firemen and street cleaners do not enter into this system as they have their own pension systems

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
Andersen, E. A. -1410
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Barentes, Joe
Ballah, Lee
Berg, H. J.
Berglund, Iver
Barrington, P.
Berger, Aug.
Belmont, Joe
Bergkvist, Axel
Bergesen, Birger
Bendixon, Hans
Berntsen, Nils
Bingham, Dexter
Blomgren, Adolf
Blindheim, A. E.
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Clair, A.
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Danielsen, O. E.
Degerstedt, Karl
Devich, Joseph
Donovan, J. J.
Donnelly, R. A.
Dunham, Dexter
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Gaughan. Tom
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Hasselberg, Gustaf
Hape, Hans
Hoopes, Bill
Hahnqvist, E. J.

Jonas, H. A.
Johnson, Jack
Johanson, C.
Johnson, Clarence A.
Jacobs, Fulton
Johnson, E. E.
Johnson, J.
Johnson, Harry
Johnson, Gatterd
Johnson, Chris
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Leason, J. A.
Liquest, Rudolf
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Lundgren, Carl
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Lynch, J. P.

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Maline, Stanley
McLean, Angus
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McDonald, J.
McCoy, J. L.
McKenzie, Dan
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Monrad, Trygue
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Peterson, Oscar
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Peel, P.
Peterson, John E
Pinerd, F. H.
Piplore, J.
Prinz, Carl

Richardsen, J. W.
Richardson, E. C.
Rod, S.
Ruhr, Hans
Runsten, Arthur
Rylander, R.
Rysock, M. van

Sale, John
Saarni, Frank
Salvesen, T.
Samuelsen, H. N
Schurr, Harm
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Sickman, A.
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Simonsen, S
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Smith, C. J.
Smeland, John
Sommerfeld, P. L
Solum, M
Sorcos, S.
Sobel, R
Sterndoch, J
Strand, C.
Stuhr, H. M.
Svenson, Thure
Svendrup, Walter
Symons, W. A.
Thorn, Arvid
Thor, L.
Thorpe, J. W.
Vilen, I.
Vaher, C.
Wilhelmsen, S.
Wilson, C.
Wright, H.
White, R. E.
Ylonen, S.
Yorkvelt, A.

Sjoberg, G.
Slandart, M.
Talce, John
Tangvalt, G. J.
Thornquist, A.
Unwen, Harry
Verst, C. A.
Ward, Fred
Watson, L.
Wall, W.
Whete, R. E.
Williams, L. A.
Wilhelmsen, S. J.

Aberdeen, Wash., Letter List

Anderson E. F. (registered)
Anderson, James
Anderson, Andrew
Anderson, Fred.
Brackberry, Geo.
Bunte, Paul
Bjorkquist, Ragnar
Berke, C.
Bedford, A.
Barton, M.
Carlson, Oscar
Caitan, Jose
Gardel, C.
Hanson, H. O.
Johanneson, Jonas
Johannesen, Alf.
Jorgensen, Jack
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Olsen, L. -1099
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Parker, Arthur L.
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Smith, Johan, Carl
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SAN FRANCISCO

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Bjorseth, Konrad
Bodehl, Hans
Carlson Gust
De Blom, A.
Ericson, Rob.
Erickson, John
Eisen, Peter
Groth, J.
Gustavson, Emil
Hansen, Emanuel
Hansen, Anton
Johansen, F. C.
Johanson, Fritz
Jacobson, Emil
Kjerdalen, Ole
Kristoffersen, H. O.
Levele, Ed.
Larsen, Theodore
Leonard Heber
Lindroos, Oscar
Lauren, William
McNeil, Daniel Ross
Monson, Jacob
McVeiar
McDonald, J. B.
Mikelsen, P.
Nesbi, Frank
Newton, A. B.
Osterman, John
Olsen, Thom
Olsen, John
Ome, Tobias
Olander, Erik
Risse, W. M.
Rasmusen, Peter
Swanson, Oscar
Smith, R.
Skovba, Nils
Shivers, Wibt
Swanson, August
Schultz, Walter
Tennison, Peter
Walgren, Hilmer
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Mittenmeyer, J.
Rassmussen, T.

Tacoma Letter List.

Dominguez, Joseph
Gronlund, Oscar
Johnson, John
Kuhlmann, Emil
Mattson, Walter
Melgail, Mikel
Person, Fritz, Leonard
Rainhard, H.
Reilly, Ralph
Rydelius, Rolp
Shumko, Nick
Smith, John
Smith, Carl, Johan
Svanson, Harold
Swanson, H. -1216
Thaysen, Arthur
Thompson, T.

INFORMATION WANTED.

Members of the crew of the S. S. "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members, and the respective amounts due thereon is as follows:

Amudsen, R. $22.50
Mattson, Geo. J..... 22.50

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Members of the crew of the "West Katan," whose claims for salvage services rendered to the S. S. "Flavel" is being handled by the undersigned: It has just come to my attention that the Shipping Board have asked you to sign vouchers in settlement of the salvage claim. I was offered one-half-month's wages which was refused. It appears that they are endeavoring to get you men to settle directly. I advise that none of you accept this as it is grossly inadequate. At least you have no right to accept any settlement without consulting me. Silas B. Axtell, Attorney for Seamen, 9 State Street, New York City. 10-6-20

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INFORMATION WANTED

Charles Bernard Wilson, born in Stevenson, Alabama, write or come to your mother, Flora M. Wilson, 719 18th street, Oakland Cal., care Mrs. J. Buck. 9-22-20

Portland, Or., Letter List

Ahren, Wm.	Laine, A. A.
Andersen, A. C.	Laine, John
Andersson, Axel	Larsen, Hans
Andersson, Carl	Larsson, Ragnar
Anderson, A. B.	Larson, C. J. -1632
Anderson, J. A.	Leisig, John
Anderson, Ed.	Lindner, John P.
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Andersson, Bill	Lundgren, Gust
Anderson, Herman	Malech, Frank E.
Anderson, Carl E.	Malkoff, Peter
Austin, Ed.	Matson, R. M.
Amundsen, Ben	McCroskey, Ray A.
Alakaihn, Moses	McGregor, Thos.
Allen, I. J.	McLeod, Angus
Alsic, Karl	McLean, M. R.
Bach, Soren	Mikkelsen, Harry
Backman, Peter	Moyer, Geo. E.
Bieler, Ben	Neilsen, H. J.
Blake, Frank	Nelson, Nels
Bohm, Gust	Nelsson, C.
Bohm, Franz	Neuling, G. A.
Carmelie, Guiseppe	Nilsen, Christ
Custer, Kenneth R.	Norberg, John E.
Danilson, Albin	Olsen, Michael
Darlington, Wm.	Olson, T.
Davison, Jim	Olson, John
Diez, H.	Pederson, Geo.
Dooly, Frank E.	Peterson, Mauritz
Douglas, Joseph	Petersen, Knut
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Engler, S. H.	Rader, Allen
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Fugman, Arthur	Robertson, E. J.
Gilkison, A. F.	Robles, Frank
Golden, Roy L.	Ross, Geo.
Graff, John D.	Saine, Arthur A.
Gronbeck, H.	Salonen, Victor
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Halley, W.	Sandvik, S. G.
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Hogstrom, Karl I.	Sinclair, P.
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Huber, Charles S.	Stout, R. E.
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Jespersen, Martin	Thorsen, Chas.
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Johnson, Louis	Walmough, P.
Jones, E. L.	Walter, E.
Kalfholm, Edw.	Wallace, Chess C.
Kauko, Axel	Wikstrom, Carl
Kelly, Norman	Willis, Samuel
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Daunt, C.	Johnson, Carl E.
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Disney, Robert	Kessa, Th.
Devine, John	Keel, Jewel
England, Thomas	Knudsen, Andrew
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Edwich, Leonarel	Killat, Dau
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Frair, Enoch	Kemmulsen, Alf.
Feeder, George	Kappen, Bernt
Franzel, A. H.	Krumholz, Edwin
Freitag, F.	Lind, Gustav
Fansel, H. D.	Lindstrom, John A.
Fahey, M.	Lindholm, Charles
Fairbrothers, Ed.	Lowrey, John
Fish, Ralph	Loderson, John

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Larsen, Johan 1542	Olsen, Emil
Landborg, Chas.	Ono, Jolias
Lorgeman, Fred	Petersen, August
Laine, John	Pastrillen, H. K.
Lill, Karl	Petersen, Hugo
Lund, F. V.	Perry, William
Lauritzen, Ole	Parr, Robert M.
Levine, Carl	Pedersen, Harold S.
Lobeles, Jose	Petterson, Axel K.
Lehmus, Bill	Rossdam, Ha.
Langeman, W.	Robert, Bob
Lund, Alal	Rohman, Pet
Lundquist, Axel	Rueter, Aman
Lutzen, W.	Raaum, Harry
Moor, Peter	Rod, Halfdam
McNeil, John	Rosenthal, Walter
McRay, Jack	Robertson, E.
Mize, J. H.	Robinson, Fred
McGhee, E. J.	Roberts, J. W.
Martinson, John	Runge, R.
Maahs, Willi	Rosamund, J.
Magnusson, John	Roberts, Pisney
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Monson, Ed.	Sanders, Chas.
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Murphy, Frank	Sandstrom, O. H.
Moller, J.	Sunde, O. H.
Moutcso, Joe	Soder, Paul
Mueller, John	Sandberg, A.
Nankinen, F.	Seland, Hans
Nelson, Ernest	Sahlberg, Rudolf
Nilsson, Edward	Smith, Carl Johan
Nelson, Gust	Steffensen, Hans
Nelson, Charlie	Scheumberg, Wm.
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Nelson, Ham	Steen, Ivar
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Nelson, Andreas	Swindells, William
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Sundquist, Walter V.	Wich, Ole
	Wrig, P.
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Treiberg Peter	Young, William
Thal, R.	Yeoman, W. E.
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Thompson, James	Zimmerman, Fritz
Veckenstedt, Wm.	Zunderer, Theo.
Vitol, Alex.	

INFORMATION WANTED

Members of the crew of the S. S. "J. E. O'Neil," which salved the motor ship Oregon. A settlement has been made and I wish the following men would communicate with me in order that they may be paid their share of the salvage due them: P. Anderson, seaman; W. Kendall, seaman; J. C. Thompson, third assistant; Joe Brady, wiper; H. F. Morressy, messboy. S. B. Axtell, 9 State street. 5-12-20

Olaf Nyhagen, a native of Bergen, age 36, is inquired for by his mother, Mrs. Dina Nyhagen, Bergen, Norway. 4-28-20

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SAN FRANCISCO

Home News

Price cutting has taken hold of the wholesale trade to an extent that soon must be felt substantially in lower prices to consumers, according to the Federal Reserve Board's monthly business review.

America's tax bill for the fiscal year ended June 30th amounted to $5,408,075,468, approximately a billion and a half dollars more than was paid into the Federal Treasury in the previous twelve months.

Gimbal Brothers, a large New York department store, will be tried on a charge of profiteering, December 1. This date was set by Federal Judge Shepard on motion of counsel for the defense.

Appointment of a special Canadian Minister Plenipotentiary to the United States is understood to have been indefinitely postponed. Canada's interests in this country thus will be left in the hands of Sir Auckland Geddes, the British ambassador.

A loan of $2,460,000 to the Wheeling & Lake Erie Railway Company to aid the road in meeting its 1920 short-term maturities and making improvements to promote the movement of freight cars was approved by the Interstate Commerce Commission.

United States mints during September coined 780,000 pieces of silver money for Cuba and 640,000 pieces of silver for Peru. No gold coins were executed for the United States during the month, but coinage from other metals amounted to 61,615,000 pieces, aggregating $2,780,930.

The possibility of negroes taking the place of Asiatics as farm workers in California was discussed at the National Convention of the Industrial and Commercial Council of People of African Descent. W. H. Saunders, a Los Angeles delegate, said he was in direct touch with at least 5000 negroes who will come to California to take up truck gardening in case persons of Oriental races are denied the privilege of further colonization in this State.

Thomas A. Edison is now at work on a delicate apparatus which he has designed to effect indisputable communication between those whom death has removed from this earth and those who yet live. It is Edison's hope to complete the instrument within a few months, and he himself realizes what a tremendous sensation it would create should it prove to be successful. He says he would not be surprised if responses on his new apparatus should first come from telegraphers or scientists or those thoroughly familiar with the use of delicate instruments and electric currents.

Mrs. Alma Williams, formerly of Sweden, back from a visit to her motherland, was held up temporarily at Ellis Island, but was sped on her way to the West when she told the story of her right to re-enter Uncle Sam's domain. She is the mother of the only twins born at Castle Garden, nearly thirty years ago, when she arrived for the first time with her husband, as an immigrant. When she and the twins, girls, were ready to travel they went to Colorado. The twins grew up and married. Americans, which they had missed being themselves by mere hours, as their parents were not officially landed when they made their appearance. Mrs. Williams is to go to join the twins.

Domestic and Naval

Twelve members of the crew of the schooner "W. P. Heat" were lost two miles off Santiago de Cuba when the vessel collided with the American steamer "Cayo Mambe," says a dispatch from Santiago de Cuba.

The new turbine steamer "Versailles," for the Newhaven-Dieppe service, was launched recently at Havre. She will sail under the French flag, and her speed is expected to exceed 25 knots.

A cut in its personnel of 3224 employes, resulting in a decrease in the payroll of $5,530,372 during the fiscal year of 1920, was announced by the Shipping Board. On July 1, 1919, the board stated its employes numbered 11,706, with an annual payroll of $22,299,676, and on July 1, 1920, there were 8482 employes with a payroll of $16,769,304.

State Department officials hold that Great Britain is well within her rights in closing the port of Queenstown to transatlantic vessels. The opinion was elicited by the report that passengers aboard the American steamship "Panhandle State" had prepared a protest to the department because that vessel was not permitted to enter Queenstown harbor. The British order, it was stated, neither involves the question of freedom of the seas nor violates any international rights.

The Canadian Government Mercantile Marine (Ltd.) has started a fortnightly service between Trinidad and Montreal. During the winter months the service will be between Trinidad and St. John and Halifax instead of Montreal. Freight rates from Trinidad to Montreal by the two next steamers, the "Canadian Otter" and the "Canadian Beaver," are being advertised locally as follows: Sugar, per 100 pounds, $0.58; cocoa, per 100 pounds, $0.80; cocoanuts, per bag, $0.80; and molasses, per puncheon, $9.50, these rates being payable in Canadian gold or its equivalent.

An announcement of the withdrawal of the American Line steamships "St. Paul," "New York" and "Philadelphia" from the transatlantic passenger business between New York and Cherbourg and Southampton for the winter was made by P. A. S. Franklin, president of the International Mercantile Marine Company. The action, Franklin said, was temporary and was prompted by "exceedingly heavy operating expense, particularly the high cost of coal in England." The run of the ships will be taken over for the winter by the "Kroonland" and "Finland," both American flag vessels.

Due to a slump in the charter market and the lack of freight, more than thirty steel ships of the United States Shipping Board have been tied up by the board at New York and New London, Conn., according to advices received from Washington. The reason assigned for the retirement of these steamers from the trade routes is that the operators are finding difficulty in securing cargoes which will permit them to operate the Government owned vessels at a profit. It is said that the volume of cargo offering is not great on the Atlantic and the Shipping Board has been reluctant to place the ships in service as coal carriers because of the low rates offered. The vessels tied up represent an investment of $[illegible],000,000, according to the Washington advices.

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Assets	$66,840,376.95
Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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Adolfsson, John
Alhstrom, Ellis
Alto, John
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Andersen, O. -2099
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Anderson, Edwin
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Anderson, A. G. -2440
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Attaberry, Clarence

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Dushane, Matt.

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Fuelberg, Carl
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Nyman, John A.

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Olausen, Christian
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Olsen, Wm. J.
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Stragseth, Svend
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Tallry, Russell B.
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Tufty, C. J.
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Wijchgel, J. -970
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McPherson, R.
Navarrete, Joe
Newman, L. O.
Nordlund, Albert
Olsen, O. J. -1020
Pattersen, Frank
Pedersen, Anders
Sorensen, Jos. E.
Travers,
Tillsten, Jack
Wallin, V. O.
Williams, J. D.

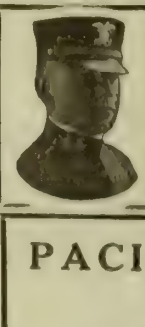
INFORMATION WANTED.

The following named members of the crew of the S. S. "Kenebec," who helped salve the schooner "Thomas L. Wand" on November 19, 1919, have vouchers ready to be distributed at our office:

Demetre Sakelaris, $46.80; Carl Puika, $56.72; Isidro Flores, $50.55; Janes Franco, $50.55; Daniel Rodrigues, $50.55; Rafael Corrillo, $50.55; Dimity Sacelarius, $50.55; Siegor Sorensen, $50.55. Levy & Levy, Lawyers, Trust Bldg., Galveston, Texas. 10-6-20

Anyone who was acquainted with the late Chas. Erickson, discharged from the U. S. Navy in 1896, and subsequent thereto sailing on the Pacific Coast, will confer a great favor upon his widow, Mrs. Charles Erickson, by communicating with her at P. O. Box 15, San Pedro, Cal. Mrs. Erickson is anxious to establish certain facts relating to the physical condition of her late husband prior to his discharge from the U. S. Navy. 1-28-20

Crew of the S. S. "Wasco," which signed on at New York March 19th and were discharged and arrested at the Cape Verde Islands about October 19th, will be good enough to report or communicate with the undersigned. The trial of some of the crew will come up shortly and I should like to join as many of the crew as possible in their action.—S. B. Axtell, New York, N. Y. 8-4-20



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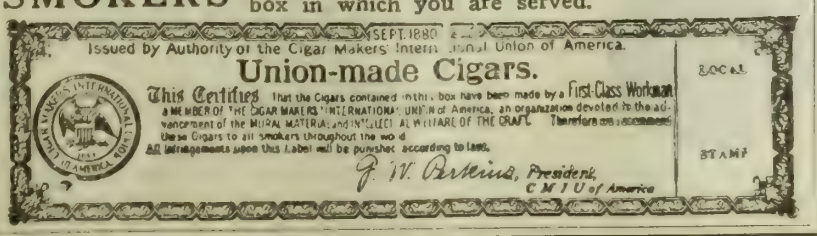

News from Abroad

The Turkish Cabinet decided that the Sultan must personally lead Turkish troops against the Turkish Nationalists in Anatolia, to prevent dissolution of the empire.

Four thousand doctors of Vienna who have been treating patients under the auspices of sick benefit associations have gone on strike. They are refusing to make visits except for the regular fees of their private practice.

Canton, one of the most important cities in southern China, has been captured by Cantonese troops under General Chen-Chung Ming, according to a Reuter's telegram from Shanghai quoting reports printed in Peking newspapers. The correspondent says he has been unable to confirm the report.

Members of agricultural societies which occupied property owned by King Victor Emmanuel of Italy, near Naples, have been driven out by troops. Several peasants were wounded in the fighting, says a Rome dispatch to the Exchange Telegraph Company.

Exiled German colonists from Samoa and South Africa continue to tell stories of the treatment they received at the hands of the British authorities who, on short notice, seized their possessions and bundled men, women and children aboard transports.

Fire destroyed the interior of the Philippine Senate building, making it necessary to provide another building for the Legislature session opening October 16. Records of the last session of the Senate were destroyed, together with private papers of many Senators. Estimates place the loss at $100,000.

A wireless dispatch from Moscow says that Poland has received large supplies from the Allies through Danzig. England, the message declares, sent seven steamers loaded with munitions and three tanks and twelve small vessels with provisions, while the United States sent six ships with volunteers. From France two ships arrived with more than 1000 infantrymen and fifteen tanks, the message says.

Leaders in the American community in Tokio, including the American Christian Ministers' Association, have decided to draft a resolution to be forwarded to Secretary of State Colby, Roland Morris, American ambassador to Japan, and Governor William D. Stephens of California, declaring that the proposed California legislation prohibiting ownership and leasing of land in the State by Japanese threatens to strain American and Japanese relations and is a menace to American and Japanese friendship.

Low-speed cargo airships for towing other aircraft were suggested by Wing Commander T. R. Cave-Browne-Cave in an address before the engineering section of the conference of the British Association for the Advancement of Science. When no speed greater than thirty-five miles an hour is required, and when reasonably favorable weather can be waited for, even small airships can be used for transport over otherwise impossible country, he stated. Such an airship service, the commander said, would be of inestimable value in civil engineering, such as the construction of railways and in prospecting for oil and minerals by transporting material.

With the Wits

"Pop?" "Well, Junior?" "Are 'politics' plural?" 'No,' my boy, there isn't anything in the world more singular than politics."—Youngstown Telegram.

Wifey—I heard a noise when you came in last night. Hubby—Perhaps it was the night falling. Wife (coldly)—No, it wasn't; it was the day breaking.—Blighty.

Poet—I seek a phrase that shall express the joy of life in two words. Can you suggest anything? Unfeeling Friend — Received payment.—Edinburgh Scotsman.

"So our novelist friend has obtained a divorce, eh? On what ground?" "On the ground that his wife acted like the heroines in his novels."—Kansas City Star.

"Those people never read a newspaper from one year's end to the other." "That doesn't matter; they've engaged a maid who's lived in about every family on the block."—Baltimore American.

Wouldn't Stand It—Free Verse Writer—Ah, father, poets are born, not made.

Father (angrily)—See here, son! Write all that durn rot ye want, but don't you go blamin' mother an' me for it. We won't stand it.

"Do you say that your hens 'sit' or 'set'?" asked the precise pedagogue of the busy housewife. "It never matters to me what I say," was the quick reply. "What concerns me is to learn, when I hear the hen cackling, is whether she is laying or lying."—Farm and Fireside.

A Modern Homer.

When Homer smote his bloomin' lyre
He smote his way to fame;
But many million simple souls
Have never heard his name.
When Babe Ruth smites the bloomin' ball,
And smites it o'er the fence,
His homer makes the Grecian one
Resemble thirty cents.
—Chicago Tribune.

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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

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INTERNATIONAL LABOR LAWS

Arguments for and Against World-Wide Regulation

At present there is no international law of labor, nor has there ever been, because no code of economic principles or of legal enactments for the protection of labor has ever been so generally accepted as to attain the authority of international law. But powerful influences are now working toward that end.

A historical survey of international action affecting labor has just been completed by the U. S. Department of Labor. Seamen, by the nature of their calling, are more directly concerned in this subject than any group of workers ashore. The following arguments for and against international labor regulation (contained in the survey referred to) should therefore be of special interest to the Journal's readers.

The movement for the international protection of labor, like all reform movements, has met with determined opposition. Included among its opponents have been all the various parties affected—Governments, employers, and workingmen—and in order to have a fair understanding of the issues involved it is necessary to know the grounds on which such opposition is based, as well as the reasons for advocating these measures.

With the first effort on the part of a State, that of the Swiss Federal Council in May, 1881, to bring about international regulation through governmental action, objection on one ground or another was made by most of the countries approached, France stating that it was not within the province of the State to interfere with contracts between employers and employes, either nationally or internationally, except possibly in cases of extreme necessity.

Opposition to international restrictions from employers has been based largely on the two following points: (1) That it obliges them to compete with goods produced by the cheap labor of an industry unhampered by restrictive labor law; (2) that production may be limited as a result of restrictions placed upon them, such as, for example, the non-employment of women at night, reduction of the length of the workday, and the like.

The movement has been opposed among workingmen, but only to a very limited extent. Labor has also foreseen a possible lowering of its standards in those countries in which the best conditions of work, hours, and wages prevail, in order to meet conditions in countries in which these standards are lower, since it has been considered probable that compromise would have to be effected to meet the varying economic conditions in the countries concerned.

These difficulties, which seemed perhaps insuperable to the earlier advocates of the movement, have largely disappeared through gradual changes in laws and habits of thought. The principal objection now raised by National Governments is that action taken by international concert involves an infringement upon the sovereign rights of the nations. The National Governments are jealous of any interference in the sphere of their legislative activities.

While employers have found fault with such intervention in many cases, it is true that their objections have been much more strenuous in the field of national than in that of international regulation. They continue to view excessive regulation as a limitation upon the interests of production and business profits, regardless of whether such regulation is national or international.

No organized opposition on the part of labor to protective measures now exists. For over half a century labor has been a propelling force behind the movement for labor legislation. It believes in protection from dangerous machinery and occupational diseases, the abolition of child labor, such a regulation of the hours of labor for women as will safeguard the physical and moral health of the community, suppression of the sweating system, and the reduction of the hours of labor to the lowest practicable point. Labor advocates that degree of leisure for all which is the condition of the ideal life, a release from employment one day in seven, a living wage as the minimum in every industry, and the highest wage that each industry can afford, suitable provision for the old age of workers and for those incapacitated by injury in industry, the lifting of the crushing burdens of the poor, the reduction of the hardships of labor, and the upholding of its dignity.

Certain other objections to regulation of industry have been advanced. It has been argued that dissimilarities in climate and in peoples are a serious hindrance to international regulation, since a rule applicable to the workmen of the temperate zone would not be equally applicable to laborers of the torrid zone, and that laws relating to child labor would not be suitable in all cases since children of some lands mature more quickly than those in others. Abolition of night work for women is criticized on the score that in tropical countries the only cool period of the day extends from sunset to sunrise, and to prohibit women from working at night in these countries might cause serious difficulties, while differences in soil, mineral resources, supplies of water and fuel, seasonal changes with their effect on goods handled, all making for dissimilarity in manufacturing processes, have also been cited as reasons against international regulation. All these points, however, are, as a matter of fact, provided for in such treaties and conventions as have been entered into. Exceptions are made in the agreements respecting seasonal occupations and adjustments are made to suit the regulations to the nature of the climatic conditions and the character of the working force in each country.

The different systems of labor legislation and administration in different States, which have been built up by the long and slow process of evolution and which are therefore adapted to their peculiarities of situation—geographical, social, and economic—and to their differing constitutional systems, rendering labor legislation difficult under one form of government and easy under another, have also been urged as militating against effective regulation. In practice, however, differences in government and industrial organization have not presented any insurmountable difficulties. The Berne conventions have been applied by autocracies, monarchies, and republics with all sorts of differing labor laws. The relation of the United States, however, is peculiar. After the convention banning white phosphorus had been agreed to by other leading industrial nations, the Congress of the United States, which was unable to pass a prohibitory law owing to constitutional limitations, passed a tax measure which was practically equivalent to a prohibitory law.

The movement presents a problem to the United States. If, as some authorities hold, jurisdiction over labor matters is one of those powers wholly "reserved to the States and the people thereof," and one that can not under any circumstances be exercised by the Federal Government by treaty any more than by legislation, changes may be necessary in the theory and practice of American labor administration. There are, however, other authorities who hold equally firmly that a treaty entered into by the executive power and the Senate becomes the "supreme law of the land," regardless of any State legislation to the contrary. In interpreting any treaty the only question which the Supreme Court may assume to pass upon, these authorities hold, is whether or not the subject matter of the treaty is one which may be referred for international negotiations.

Probably the chief obstacle to the securing of international agreements modifying industrial standards is the present basic conflict between employer and employe. Within each country the various economic groups are continually in conflict. The attempts to raise standards, shorten hours, and increase wages are considered by employers as attacks upon the interests of production, because such changes increase costs and thus limit business returns. While some countries, in spite of this ceaseless struggle of interests, have brought labor standards to a fairly high level, other countries, "where labor is cheap, plentiful, and impotent," are still submitting to the 12-hour day and a regime of low wages. For the latter countries, it is obvious that any considerable upward movement of standards will mean a relatively greater loss to their employers as a group, hence the opposition of employers to such proposed agreements. Although long periods of transition for adaptation to higher labor standards were allowed in the agreements, the countries of low labor standards almost invariably declined to participate in international labor conventions.

The agitation for the regulation of labor conditions began, as already observed, among closely contiguous European countries. The tendency is for labor to move to the countries having improved labor standards, while the knowledge among the workers of any country

of better labor conditions in neighboring countries is provocative of unrest in the home country. Thus the threatened loss of labor and the disaffection among the workers have brought home to employers the desirability of considering some united action on their part with the employers of other countries.

With the increasing education of the workers and the gradually enlarging facilities of communication, the more urgent will become the demand to raise labor standards by international action. Enlightened manufacturers see in such raising of industrial standards no diminution in the long run of their ability to compete with those manufacturers who can avail themselves of masses of cheap and helpless workers; while the working man sees in international action a means of improving the conditions of life of those who constitute the great majority of the population.

THE ANCIENT HUNGER STRIKE.

The fast of the late devoted Lord Mayor of Cork and his fellow hunger-strikers has become an international drama, its tension heightening week by week. This lonely and hideously slow adventuring into the Dreadful Valley is different from any other kind of martyrdom: it demands a courage which only scientific or religious fanatics have shown. Indeed the psychology of suicide as a means of defense, a method for justice, is hardly known today although every hunger-strike tends to establish this form of social protest more potently. The roots of this method go deep. It was practiced by ancient Hindu and Celt and in modern India survived to be condemned in the English penal code as "barbarous and immoral." In Ireland today its recurrence takes on for those who know Irish legend the character of repeated episode in a long epic tradition. The "fast for constraint" as it was practiced in Irish antiquity has been learnedly dealt with in the Putnam Anniversary Volume of Anthropological Essays (1909) and elsewhere. Only a few examples need be given to prove the brotherhood, not only by blood but by custom, of the Lord Mayor of Cork and his dying associates with those who have so long gone before them.

The Brehon laws of Ireland, traditionally ascribed to St. Patrick's fifth century day, give some curious details. Fasting upon debtors was evidently one way of getting swift settlements. If the faster died, his debtor owed not only his original debt but also the death fine, a kind of Celtic wergild. If the debtor offered food to the faster but gave no pledge of payment, he owed, according to law, double the amount of his original debt. On the other hand if he offered the pledge and gave security and still the faster would not break his fast, the latter forfeited his legal rights. If the debtor would give no pledge, he was in the eyes of the law "an evader of all," to be paid neither by man nor God.

In old Irish literature the fastings are of the most picturesque character. Thus, a father fasts against three rebellious sons to make them grant him a month's truce; three landless men fast even on the Tuathade Danann until they are given a domain. St. Finnen and his followers fast on a recalcitrant pagan until he admits them to his home. Evil living men, whether kings or nobles, were fasted upon by the saints until ruin or remorse overtook the sinners. In them turn mere mortals made fasts upon saints to constrain them to grant victories or to intercede with God on their behalf. In such cases it was conceived that mortal will and mortal suffering created as it were immortal obligation. At need the saints might even fast upon God himself. In a recently published sixteenth century Life of Columcille (University of Illinois, 1918) the story is told that St. Columba did thus so fast upon God that he obtained from Him a victory for his friends though the boon was so ill-pleasing to God that He required in expiation Columbia's perpetual exile from Erin.

There are many other beloved legends of a people always mystically minded, to prove that what has seemed an incongruous resistance to imperial law has merely followed a custom and spirit older than the British empire itself. It is a dull heart, indeed, that does not feel something echo from "the hid battlements of Eternity," before this spectacle of historic continuity.—The Nation.

THE HUDSON BAY RAILWAY

Agitation is being renewed in western Canada for the resumption of work on the Hudson Bay Railway, now needing only 92 miles of construction to complete a short cut across the narrow end of the globe, reducing the distance from Calgary to Liverpool by about 1,350 miles. The deep-water development of the harbor at Port Nelson, consisting of an artificially constructed island, situated near the outer edge of the tidal flats, about two-thirds of a mile from shore, connected with the mainland by a bridge of 17 spans, has created some opposition by those who favored Port Churchill for the railway terminus. The island as built is now one-half mile in length and inclosed on all but the deep-water face by timber crib retaining works, and the interior has been partly filled with material dredged from the site of the deep-water wharves and channel. The work was greatly interfered with on account of the war.

The total expenditure for the Hudson Bay Railway up to March 31, 1918, was $20,233,887. It is stated that the cost of the terminals is $10,000,000, so that the total expenditure of this undertaking would be $30,000,000. While the completion of the railway is being agitated by people of western Canada, it is not likely that the construction will be gone on with until financial conditions improve.

AREAS BELOW SEA LEVEL

All the continents possibly, except South America, include areas of dry land that lie below sea level. According to the United States Geological Survey, Department of the Interior, the lowest point in North America is one in Death Valley, California, that lies 276 feet below sea level, but this depression is slight compared to the basin of the Dead Sea, in Palestine, Asia, where the lowest point on dry land is 1,200 feet below sea level. The lowest point in Africa is one in the Desert of Sahara that lies about 150 feet below sea level. The Sahara as a whole stands above sea level, although until recently the greater part of it was supposed to lie below sea level. The lowest point in Europe at present known is one on the shores of the Caspian Sea that lies 86 feet below sea level. The lowest point in Australia is one at Lake Torrens that lies about 25 feet below sea level.

BIG FUEL SAVING PLAN

A saving of 30,000,000 tons of coal and $300,000,000 every year would be effected by the linking of power plants of the Atlantic seaboard, declared W. S. Murray, electrical engineer, before the convention of the American Electric Railway Engineers' Association.

The speaker explained the super-power system, which he is surveying for the government.

The zone now under investigation comprises the Atlantic seaboard from Boston to Washington to a depth of 150 miles. In this district, the engineer stated, 17,000,000 horse power is required to turn the wheels of industry and of the railroads. By the introduction of the super-power system the horse power would be cut to 5,000,000, thus saving an enormous amount of fuel and money.

According to the survey, huge steam turbine units, each with a capacity of 300,000 kilowatts, will be established at tidewater and at the mines. To these will be added hydro-electric stations on the Hudson, Delaware and Potomac rivers and other streams of the district. The large efficiency plants in the big cities will be connected with the line. Twenty per cent. of the railroads will be electrified.

Materials that go to make up our paper money are gathered from all parts of the world. Part of the paper fiber is linen rag from the Orient; silk comes from China or Italy; blue ink is made from German or Canadian cobalt; black ink is made from Niagara Falls acetylene gas smoke, and most of the green ink is green color mixed in white zinc sulphite made in Germany. The red color in the seal is obtained from a pigment imported from Central America.

THE MENACE.

I claim the Right to Work—
For whatever the Boss will pay;
If the wage is low, why out you go
And in I come to stay!
I've not your skill,
But I've got the will
To do as my masters say.

I claim the Right to Work—
Till my very soul is raw;
I claim the right for day and night
So long as a cent I draw;
For when you quit
I earn my bit;
So I'm for a twelve-hour law.

I claim the Right to Work—
In a shop where few may thrive;
In dust and smell, or fire trap's hell,
From five o'clock till five;
Though every breath
Is sick with death,
What matter if I'm alive?

I force the wages down?
Or the many to slave and shirk?
Although I quicken, the hundreds sicken
Amid the muck and mirk.
Well, what care I
If the workers die—
I claim the Right to Work!

—From "The Judas," by Kaufman.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

"Wall St. Control" Grim Reality

In a statement issued by Comptroller of the Currency Williams, it would seem that the term "Wall Street control" is more than a figure of speech.

The Comptroller exercises general supervision over national banks. He declares that a group of New York bankers have the Nation by the throat, and that this "hold up" policy hampers railroads, industry and even country store keepers, and is followed by a shut down of factories and unemployment.

The Treasury official says that every day in New York a group of from four to eight men set the rate of interest for call loans, and that this rate is posted on the stock exchange and is accepted by banks in that city and elsewhere. Sometimes the group arrange matters over the telephone.

Between October 1, 1919, and August 1, 1920, loans for a total of $600,000,000 were made at rates of 15, 20, 25 and 30 per cent. per annum, he says. Much of this money had been loaned to the banks by the Government's Federal Reserve banking system at interest rates that ranged from 4½ to 6 per cent.

The Comptroller declares that the power exercised by this small group "is a grip on the heart of our commerce."

"It permits," he says, "such interference as fallible human judgment, whim or interest may direct with the natural and orderly movements of money, the life blood of business."

Women in Industry

Approximately 2,400,000 women and girls are employed in industry in this country, according to a report by the Federal Board for Vocational Education.

Since 1916 women in the iron and steel industry have increased 40 per cent.; in the automobile industry, 300 per cent.; instrument making, 200 per cent.; wood working, 100 per cent. The number of girls between 14 and 16 is between one-third and one-half of the total number of employed youth.

The Federal Board says: "The public needs to understand and face the facts of the presence of large numbers of women in industry."

The report shows that women and girls are going into these industries without sufficient training. Under the Federal vocational education law of 1917 every State has an appropriation designed to be used for trade and industrial classes for women and girls and men and boys. It is stated that the labor organizations of southern California are responsible for trade and industrial classes in factories under the direction of public school authorities.

"Public Convenience" Overlooked

Federal Judge Mayer has granted the request of the receiver of the Brooklyn Rapid Transit Company that operation on nine lines of that system be indefinitely suspended because they are losing money.

The Public Service Commissioner ordered the receiver to operate the lines for the public convenience. This order has been set aside by the court.

Trade unionists call attention to the Federal court's oversight of "the public's convenience," a stock phrase when workers say they are losing money and possibly tie up the street car system that wage increases may be granted. In that case injunctions, police and strikebreakers are forthcoming.

In the present case the public is given less consideration than in strike times, for no attempt is made to operate the cars. The corporation makes a complete tie-up by suspending operations, because it says it is losing money.

The local press treats the affair as "a business proposition," and all hands from the court down, forget their strike time war cry.

Dust Explosion Costly.

The unlimited need for caution in industry is shown in a statement issued by the Department of Agriculture that grain dust explosions cost 80 lives and $7,000,000 in property loss in this country in nine months last year. It is stated that such an innocent thing as mill dust will assume the rending capacity of TNT when mixed with air in certain proportions and ignited and that the strongest fireproof structure is not proof against the resulting explosion. Explosions have been traced to such simple causes as a spark from belt friction, a workman's pipe, and even the breaking of incandescent light globes.

The department says the epidemic of dust explosions has been checked by its educational work among employes.

Stop High Wage Cry.

In discussing price cutting that has started in some industries, financiers, business men and editors have forgotten their cry that "high wages and a lessening of production" is responsible for high prices.

For months the public has been told of workers who "lay down on the job" and who are only interested in boosting wages. No change is possible, it was declared, until the workers accept lower wages and work harder.

Now the profiteers are forced to acknowledge that storehouses are budging with commodities and that banks are refusing further credit until these goods are unloaded.

By cutting prices, which it is agreed will not reach the retailer "for some time," the profiteers have acknowledged their guilt.

Children Go To Work.

Within a year after they were legally permitted to go to work, one child out of every four in Connecticut left school for that purpose, reports the Federal Children's Bureau.

This does not include newsboys and those engaged in agriculture and domestic service. Three-fourths of the children went to factories, the largest number of boys going to the metal industries and

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan, F. Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbodgade, 15 Kobenhavn.
Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.
Dansk So-Restaurations Forening, Y. Strandstrade 20, Cobenhavn.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

AUSTRIA

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marcellino 6-2, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de Sâo Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The report of the Swedish Co-operative Union for 1919 shows a very marked growth, the number of societies belonging to the union having increased during the year from 849 to 920.

Serious riots on the color question are reported to have taken place at Decazeville, France. While civilians and black workmen from the French African colonies engaged in serious fighting. After many casualties troops quelled the disturbances.

J. H. Thomas, chairman of the British Trades Union Congress, in his opening address at the annual meeting at Portsmouth, predicted the hardest winter for labor it has experienced in many years. He made a plea for industrial peace in view of the bad trade outlook, saying that labor did not want to fight, but was at the same time determined not to give up the results of years of struggle and privation at the demand of the capitalists.

The rapid spread of Bolshevism in Mexico has resulted in alarming advices sent to the State Department and other Government departments in Washington, where the sudden increase in Bolshevik activities beyond the border is credited to the lessening of military action in Europe. The increase in Bolshevik propaganda and political intrigue is reported to be due to a certain tolerance of the activity of the agents of the Moscow Government by the constituted authority in Mexico, and the Bolshevik organization is now well intrenched throughout the length and breadth of the country.

"The problem of unemployment is daily growing more acute," writes the labor editor of Reynolds' Newspaper. "Not only in dockland, but throughout the whole of industrial England an alarming situation has developed during the past two months. It is safe to say that such a percentage of out-of-works has not been reached since pre-war days. Many schemes calculated to relieve the distress have been formulated by borough councils, but except in very few cases has any real attempt been made to cope with the problem. In and around the docks the pinch of poverty is being felt more and more."

The Socialist "Bateaglie Sindacal" has made public the program decided upon by the commission of workmen appointed to present to the Government concrete proposals concerning participation of the workmen in the technical, financial and disciplinary management of the industrial establishments. It provides that the workmen's council must: (1) Control the purchase of raw materials. (2) Supervise the sale of finished products. (3) Fix the price of finished products. (4) Superintend the grading of wages. (5) Control all goods unloaded. (6) Decide what task each workman is better adapted to accomplish. (7) Obey the conditions of employment of the industrial establishments. (8) Control the general expenses of the establishments and especially limit the expenses of the present proprietors and directors, who will participate in the profits. (9) Decide when new machinery is necessary. (10) Supervise hygienic and sanitary conditions in industrial establishments. (11) Insist that the proprietors furnish necessary utensils. (12) Not resort to artificial industrial crises. (13) The employers must prevent "dumping"

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INFORMATION WANTED.

Arturo Longueira, age 18, who mysteriously disappeared at South Ferry, New York, on August 25th, or any one knowing his whereabouts, will please communicate with Secretary, Marine Firemen's Union, 70 South St., New York City. 10-20-20

Any one knowing the whereabouts of John B. Isaacs will please notify Chas. F. Bullock, Marine Cooks' and Stewards' Association, 321 Twentieth street, Galveston, Texas. Matter of great importance. 3-31-20

Chas. T. Smith, Roy Dresser, Joe Ban, Autti Hanks, Thos. Wolstenholme, Chas. Fraser, W. B. Pierce, Karl Olson, William Holmes kindly communicate with John T. Smith, Room 411, 112 Market St., San Francisco. 10-6-20

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Sutter 4673. Residence Phone Prospect 2908.

INFORMATION WANTED.

Mrs. Jean Taylor. 940 Pender Street, West Vancouver, B. C., is anxious of ascertaining the whereabouts of Robert Gilchrist Cassar, a member of the Sailors' Union of the Pacific. 10-13-20

Anyone knowing the whereabouts of George Mace Monroe, a member of the Sailors' Union of the Pacific last heard of at Charleston, S. C. March, 1916, will please communicate with his mother, Mrs. Alice Monroe, 918 Spruce street, Seattle Washington 6-9-20

Honolulu Letter List

Badling, G.	Johnson, Ralph
Bradley, Ed.	Larsen, John
Buck, Harry	Lillyborge, Will.
Bjorkqvist, R.	Lundgren, Karl
Bott, James	Lind, Gust.
Caldwell, John	Makinnon, Kanno
Campbell, Eddl	Mulligan, Ed.
Etherson, Ward	Myers, Georg
Harms, Ed.	Parker, A. L.
Haraldsen, Alf.	Sondel, Franklyn S.
Howard, John	Seevers, Howard L.
Helling, J. S.	Stewart, R. T.
Jorgensen, H. F.	Solberg, B. P.
Johnsen, Hilding	Takostolny, Jos.

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Pacific Coast Marine

At $82,623, the Moore Shipbuilding Company won the contract for converting the engines of the Shipping Board tanker "Imlay," 10,000 tons, from turbines to reciprocating type.

Charleston will be an east-bound port of call of the American-Hawaiian coast-to-coast line. according to an announcement by Williams, Dimond & Co.

Iron barge "Acapulco," 1220 tons, has been purchased from Lee D. Devlin by the Peruvian Steamship Company, according to advices from Callao, where the barge arrived October 1, in tow of the tug "Relief."

The tanker "W. S. Miller" was launched from the Alameda plant of the Bethlehem Shipbuilding Corporation on Oct. 28, for the Standard Oil Company. The vessel has a carrying capacity of 75,000 barrels. The craft was named in honor of the first president of the Standard Oil Company in California.

Damage received by the Standard Oil tanker "Bradford" by striking an obstruction while passing through the Panama Canal has been repaired. The vessel's cargo, which was lightered to repair the damage, has been reloaded and the craft will proceed to Pisagua, Chile, to discharge her cargo of oil loaded at Tampico, Mexico.

The American barkentine "Hawaii," 930 tons. has been chartered to carry lumber to Adelaide from the Columbia River at $32.50 by Balfour, Guthrie & Co. Many charters have been made for lumber to the United Kingdom from Puget Sound and Columbia River ports. It is expected that many vessels which have been awaiting more favorable rates on grain will load lumber instead.

Thirty-two vessels of 5300 deadweight tons each are to be placed in the coast-to-coast trade, specializing in lumber cargoes, according to an announcement by Sudden & Christenson, who will act as Pacific Coast agents for the Submarine Boat Corporation of New York. The first steamer will be the "Suricho," sailing from Newark November 10. Calls will be made at San Pedro, San Francisco, Willapa Harbor, Grays Harbor, Portland and Seattle.

Three lumber concerns operated in territory along the lower Columbia River by the Charles R. McCormick's interests will be consolidated and operated as one, according to plans just announced. They are the St. Helens Lumber Company, the Columbia County Lumber Company, and the Island Lumber Company. The combined output of the mills of the consolidated concerns is approximately 600,000 feet each eight-hour day.

The extensive repair job to the Shipping Board steamer "West Eldara." which was damaged on Barber's Reef outside of Honolulu, has been awarded to the Los Angeles shipyard. There were three bids. The Moore yards bid $261,728; the Bethlehem, $236,698, and the Southern yard, $219,980. One hundred and forty-nine plates on the "West Eldara" must be replaced, besides considerable stanchion replacement in the interior.

Reorganization of the Pacific Coast Steamship Company's staff by Vice-President and General Manager A. E. Haines is in preparation for the great increase in business that is assured by the allocation of five big passenger ships to the corporation for operation in the Seattle-Orient routes. The vessels will be placed in service early next year and will give the company a regular fleet of thirty-two ships—eighteen being owned by itself and the others by the Shipping Board.

That the steamship business is due for several years of a most severe test, in which it will be necessary to proceed with caution, is the opinion of Lord Inverforth (Andrew Weir), the British shipping authority, according to W. R. Kennedy, San Francisco representative of the Bank Line Trading and Transport Company, who has returned from a visit to London, during which he conferred with Lord Inverforth. All branches of commerce will be generally subjected to a strain, Lord Inverforth told Kennedy.

The coal problem on the Pacific Coast will be solved as soon as the Government railroad in Alaska provides an outlet for the vast mines in that territory, according to F. G. Hirth, purchasing agent for the Alaska Engineering Company, who is here to get the winter's provisions. A new coal trade will be opened up for shipping men on the coast when the project is completed. It is estimated that the coal resources of Alaska will keep a fleet of vessels operating the greater part of the year.

Increase in the demand for vessels to carry lumber in the coastwise trade as well as to Australia and the United Kingdom has created renewed activity in shipping circles along the Pacific Coast. One company has been induced to withdraw three of its steamers from the west coast trade to handle the big shipments of lumber which are being offered in the North. Several sailing ships have already been chartered to carry lumber to Australia and the supply of ships for this trade has not been sufficient up to date.

The United States Government has decided to remove the coal barge "Electra," which was scuttled about a year ago a short distance off the Potrero plant of the Union Iron Works in San Francisco Bay. Claim to the barge having been abandoned by the owners, the Government decided to assume the expense of removal to eliminate the menace to vessels passing the place. M. A. Taylor of Oakland has secured the contract for raising the "Electra." Work will commence immediately to divide the sunken hull into three sections preparatory to raising. G. O. Abrahamsen, located with the Peterson Launch Company, will do the diving. The "Electra" was scuttled last year after it had been irreparably damaged by fire. Three hundred tons of coal have been salved from the wreck.

Refusing to answer any questions pertaining to his visit to this country other than to state that his arrival here was not in reference to the Jones bill, Ryozo Asano, managing director of the Toyo Kisen Kaisha and son of S. Asano, leading figure in Japan's commercial life, arrived at San Francisco during the past week on the "Korea Maru." He stated that he will remain here for three days and then proceed to Washington and New York. As soon as his mission in those cities is completed he will depart for England and Germany. Asano refused to state whether or not he was proceeding to Germany for the purpose of entering negotiations with German steamship interests for the starting of a steamship line between that country and Japan via the Suez Canal. Passengers arriving from Tokio stated that it was virtually decided by the four leading steamship companies of Japan to combine under one flag for economy reasons.

Only three of the six projects for San Diego harbor improvements submitted by port and naval authorities to the Board of Army Engineers headed by General Harry Taylor met with the approval of the board, it was announced by the engineers shortly before their departure for Washington. The harbor improvements that had the unqualified indorsement of the Army engineers and for which recommendations for appropriations will be made at the next session of Congress are the removal of two shoal areas near the mouth of the harbor, which now constitute a menace to navigation, and the removal of the silt on the north side of the main harbor channel abreast Municipal Pier unit No. 1. The board recommended that additional aid to navigation be placed in the vicinity of the submerged section of Zuninga shoal jetty, but refused to consider recommendations bearing on the raising of the submerged section, which is nearly one-half mile in length.

The trial trip of the freighter "Jenelew," 9400 tons, on San Francisco Bay last Thursday marked the completion of the last of six vessels which were launched within a period of fifty-five minutes by the Moore Shipbuilding Company, December 20 last. This feat was a world's record, never equaled, despite the efforts of Eastern yards to do so. The vessels launched at that time were the "Salina," "Jenelew," "Sapulpa," "City of Reno," "Moselle" and the "Jalapa." Three of the crafts were of the type of the "Jenelew" and the others were 10,000-ton tankers. George A. Armes of the Moore Company stated the "Jenelew" is the eighteenth vessel completed by his company since February 1 last, and that efforts are now under way for the delivery of six more vessels ready for operation to the United States Shipping Board in the next two months, making a grand total of twenty-four vessels constructed by the company for the Government in eleven months.

Perfection of a marine diesel engine which. with one-half the number of cycles in use on the present type of engine, can be operated with one-third the amount of oil generally used by oil-burning steam machinery, is the invention of Arthur Wise, a designer for the Bethlehem Shipbuilding Company. A thorough test of the new type of diesel installed on the steamer "Cubore," one of the company's vessels, on a run from an East Coast port to Cuba, showed the invention was a success in every respect. Charles M. Schwab, chairman of the Bethlehem Shipbuilding Corporation, after an exhaustive inspection of Wise's new diesel, stated that it was as far ahead of the present type of oil-burners as the oil-burning ships are superior to coal-fired ships. He stated that the new diesel can be successfully operated on vessels of any size. Two phases of the engine are: For the first time a two-cycle internal combustion heavy oil engine has been perfected, which produces the same horsepower as a four-cycle engine practically twice its size, and is at the same time adapted to large cargo ships, while saving 66 per cent. in fuel costs alone, compared with steam-driven oil-fired vessels, and secondly, that it is the first time that an internal combustion engine has been perfected for either marine or land uses.

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(Continued on Page 11)

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WEDNESDAY, NOVEMBER 3, 1920.

JAPANESE AS FISHERMEN.

In the statement made by V. S. McClatchy before the House Committee on Immigration and Naturalization during its hearings in California this summer, in connection with the subject of Japanese immigration, was included much interesting and startling and theretofore unpublished matter casting light on various phases of the problem which is now receiving not only State, but National attention.

For instance, the Japanese were shown to have invaded and taken practical control of some of the important fisheries of the State, as they have secured control of the various agricultural activities. In the southern part of California, it has been represented to the Federal Government that, in violation of the Federal statutes, the greater portion of the fishing fleet centered about San Pedro is owned or manned by Japanese to the number of 2,000 or more.

Complaint has been made recently as to this situation, but it develops that while the operation of these fishing boats by aliens is a clear violation of the Federal statute, through a curious omission in the law there is no penalty provided under which the law can be enforced.

This matter has been called to the attention of the Administration, and of the House Committee on Merchant Marine and Fisheries, through Hon. C. F. Curry, from California, and in a bill introduced by Chairman Green of the committee named, House Resolution 12102, there has been inserted a provision, Section 5, which it is assumed will remedy the defect in the law. This section provides a penalty of $500 at every port of arrival for any vessel engaged in the American fisheries and not documented as a vessel of the United States, it being understood that vessels owned or manned by aliens cannot be so documented.

The State of Washington has protected itself against a similar situation by passing a law under the provisions of which vessels engaged in the fisheries within the State's jurisdiction must be owned and manned by those who are citizens of the United States, or who have declared their intention to become such.

To leave the fisheries in practical control of the Japanese creates a very serious situation: First, they assist materially in smuggling Japanese into California from Mexico. Second, they place in the hands of aliens an adjunct to the Navy which was found most valuable to Great Britain in the recent war. Third, the fisheries in the Territory of Hawaii are an absolute Japanese monopoly, and in the event of war with Japan, the sampans and power boats of the Japanese, which are sea-going vessels, could very easily secure from Japanese cruisers or transports arms and munitions and land them on the coast of Oahu, the principal island, on which are located our defenses, and therewith arm the Japanese population, the greater portion of whose adult male members are trained soldiers.

Japan and the United States are friends, and, it is hoped, will always remain so, but it is doubtful whether any great power on the face of the earth other than careless United States would permit conditions of this kind to develop or to be maintained.

DOINGS IN GREAT BRITAIN.

Behind the strike of the British coal miners is the usual story of exploitation and enormous profits by the coal owners. Recently the British government appointed the so-called Sankey commission to investigate the coal industry, and it was understood that the commission's findings would be the basis for remedial coal legislation. Several reports were made, and all of them indicated dissatisfaction with present conditions. The miners' representatives favored nationalization of the mines, while other reports declared for State control.

In the end nothing came of the recommendations.

The hearings by the commission showed that many coal owners had no title to their coal lands, which have been in their families for years. They only knew they had them and had no idea how they were acquired. This evidence, followed by the publication of terrific profits by the coal owners has added to the general dissatisfaction. It is claimed that prices on export coal means three times the profit of pre-war times, while the remaining surplus goes into the treasury to relieve from taxation those who would otherwise be compelled to pay. The miners originally proposed that this surplus be used to raise wages and reduce the price of coal to English householders.

The miners are allied with the railway men and dock workers in what is known as the triple alliance. Somehow; this widely advertised triple alliance has failed to function. Evidence of dissatisfaction with the alliance has not been lacking. At any rate the three groups represented in the alliance have joined with other crafts in Great Britain to establish a General Council "to the end that solidarity of effort and unity of command in enforcing the demands of labor may be secured —in brief, a sort of general staff for directional effort." Under the scheme announced the General Council will be composed of 30 members, representing 17 trade groups, which, worked out on the basis of representation at the trade-union congress of a year ago, would be as follows:

	Members
Mining and quarrying	3
Railways	3
Transport other than railways	2
Shipbuilding	1
Engineering, founding, and vehicle building	1
Iron and steel enginemen and minor metal trades	2
Building, woodworking and furnishing	2
Printing and paper	2
Cotton	2
Textiles other than cotton	1
Clothing	1
Leather, boot and shoe, and hat making	1
Glass, pottery, chemicals, food, drink, tobacco, brushmaking and distribution	1
Agriculture	1
Public employes	1
Nonmanual workers	1.
General workers	4

The number of representatives allotted to each group will vary from year to year according to their membership, and on this year's figures mining and quarrying would claim five members on the General Council. The basis of representation is one delegate for each 5000 members of an organization.

Altogether, this seems to be an effort to get away from executive boards on which only the strongest organizations, numerically speaking, have had representation. Whether or not this form of an executive council will be more successful than existing executive boards remains to be seen. This much is certain—a labor general staff "for directional effort" will always have to reckon with that considerable element in the rank and file which positively declines to be directed by any number of mere men. But it will be decidedly interesting to watch this experiment.

A FARMER-LABOR BANK.

The national political campaign just closed failed to inspire any group of citizens with genuine enthusiasm.

By contrast there is much compensating encouragement in the reported nation-wide rally to the support of the Bank of North Dakota. Organizations representing every class of labor and every part of the United States, are said to be sending their spare funds for deposit and investment in the farmer-labor State-owned Bank of North Dakota. Individuals, also very frequently business men and manufacturers are joining in this united effort to protect this People's Bank, the first and only one of its kind in America, from the attacks of organized wealth.

The people of North Dakota, it will be remembered, endeavored some months ago, to market some $17,000,000 worth of State bonds through their State-owned Bank of North Dakota. At once the enemies of the organized farmers and organized labor got busy with their ever ready injunction suit to question the validity of the bonds and prevent their sale. They lost of course. They lost in the lower courts. And they lost in the Supreme Court at Washington. They lost, but they at least delayed the sale of the bonds and thereby hindered the sale for the time being.

Now, however, the Supreme Court of the United States, having by its unanimous decision given the last guaranty of validity to the program of the people of North Dakota and the State bonds and State institutions involved, the Bank of North Dakota is now proceeding with all dispatch to market the bonds. Wall Street of course, will not buy them. Hence the

appeal of the farmers of the great Northwest to the organized labor movement of America. And the appeal is not only for the purchase of bonds, but also for the deposit of funds both as checking accounts and as time deposits. And the Bank of North Dakota is able to give not only the best security of any bank in the country, but also to pay as good if not a little better rates of interest than the ordinary bank.

It is to this appeal that organized labor is responding. One of the Railroad Brotherhoods sent fifty thousand dollars recently for a time deposit. Others have sent sums in varying amounts, ranging from a few hundred to $5,000 and $10,000 and $50,000.

Some day organized labor will master the fine art of making its stored-up dollars work in the interest of labor rather than against it. When that day comes we shall make progress more rapidly than in the past.

The current issue of Die Schiffahrt, official paper of the German Seamen's Union, announces another increase in wages for all hands aboard ship under the jurisdiction of the Union. The new rate, which became effective October 1, represents an increase (in German marks) ranging from 600 to 1100 per cent. over pre-war years. But when the present purchasing power of the mark is compared with former days it will be seen that instead of an increase in wages the German seamen have suffered an actual decrease. Before the war wages of German sailors and firemen were 70 marks per month. At the then existing rate of exchange a mark was worth about 24 cents, U. S. coin. To-day wages of sailors and firemen are 735 marks, but a mark is barely worth 1½ cents. At any rate, such is its actual purchasing power in the world's markets. In other words, German seamen's wages were $16.80 (70 marks) before the war. To-day the union scale is 735 marks—or $11.02.

The co-operative ownership and operation of a large fleet of fishing vessels is to be given a real test. With their purchase from the British government of 200 steam trawlers, the Mine Sweepers' Co-operative Society has acquired the largest fishing fleet in the world under one management. The boats were built for naval service during the war, and the co-ops. will pay for them during the next 20 years. It is proposed to operate the fleet on co-operative lines, from coaling and storing the vessels to selling the fish, principally to members of the British co-op. movement. The required capital of $10,000,000 is being subscribed by the co-operative societies of Great Britain.

What American worth his salt will stand up in public and say our merchant marine is a menace to this nation or any other? Yet we find men hid behind corporate names and organizations who have the audacity to create such an impression. But when you tear off the mask you find that these same men are basking in the favor of foreign shipping interests or have hopes in that direction.—Admiral Benson.

The necessity of industrial organization knows no law except that of human progress.

THE GERMAN "SHIPPING PLOT."

Published Objections to the Harriman-Hamburg-American Shipping Deal Held to Be Groundless.

That another German plot to injure the United States has been discovered must now be apparent to every one who peruses the daily press. The contract between the Hamburg-American Line and the Harriman shipping interests has been so beclouded by charges and counter-charges, by criminations and recriminations, by revelations as to the conduct of Hamburg-American officials during the war, that any reader is entitled to feel that the Germans have been caught once more at their old tricks. True, Admiral Benson is most emphatically in favor of the contract, and somehow one does not regard a Harriman as the kind of person who readily has the wool pulled over his eyes; but even this will not avail. Plainly, America has been gulled once more.

Yet the simple facts of the case are worth recalling. What is the one outstanding difficulty in the way of the establishment of a great American Merchant Marine? It is that while we have the ships and the men to man them obviously we lack technical experience and knowledge in the handling of ocean-going vessels. No one can go into the business of running ships with complete success if his business has hitherto been the buying of bonds or the selling of automobiles. This business has its technical difficulties and pitfalls, like any other trade which requires experts to manage it. No new owner of American tramp ships can hope to compete off-hand with the great English firms whose experience in handling tramp steamers has been acquired by more than a century of familiarity with the handling of cargo vessels. Such a family as the Runcimans of Newcastle-on-Tyne, for instance, inherits skill in this field from the labors of four successive generations. All the great English, French, and German lines have brought together technical staffs of the highest training and of long service; and these were kept together during the war even when the ships of the various lines were taken over for war purposes by their governments. No such staffs existed in America when the war broke out, with possibly two or three exceptions. They cannot be created over night. Every new group of capitalists which since the sudden expansion of our fleet has entered the field with the idea of running ships on regular routes or of handling tramps that wander from harbor to harbor, has been confronted with this difficulty.

It is no wonder, therefore, that Americans like Mr. Harriman and Admiral Benson saw in the opportunity of bringing together American ships and German technical skill an arrangement the advantages of which were overwhelmingly on the American side. The German lines are stripped of vessels; up to this time they have been able to purchase no vessels abroad, not even to repurchase any of their old vessels turned over to the Allies. They may not be able to build or buy for years to come. Naturally they welcome the opportunity to turn over their former trade lines to American ships, giving them all their facilities, such as docks and wharves in foreign ports, and the benefit of their technical knowledge and equipment so that they may keep their staffs intact toward the day when in the far distant future they may be able to re-establish their own great fleets. The informal initiative in this matter came from the United States and at the very time the contract was concluded at least a half-dozen other countries were seeking the privileges which Mr. Harriman obtained. Of course, this will not satisfy the super-patriots who think that we should never deal with Germans again, but it looks to us suspiciously like good American business sense and enterprise.

It may well be that certain clauses of the contracts are vague, and that the arrangement, if successful, will improve Germany's trade status and that ships built by American taxpayers' money will help to bring about this result. It does not seem true to us that rates may be so fixed by the Germans as to enable them to underbid us in the export markets of the world. There is, moreover, a clause in the contract that it may be terminated by either side if it does not work out well. If the Germans profit unduly the arrangement can be ended at once. We have no hesitation in saying that if this contract does not stand Great Britain or some Scandinavian country will be remarkably happy to take it over. At any rate, the contract is now before the public. If there are jokers in it which are not apparent to the naked eye, they can be unearthed by the experts. If Congress wishes to appoint a committee to overhaul the whole shipping situation, as it is likely to, the facts are now open to it. Now the contract is being attacked, as Admiral Benson has said, chiefly by rival business interests, and he himself regards the contract as a "heaven-sent opportunity." Certainly, we have not too many such. The task of keeping an American fleet upon the seas is going to be tremendously difficult and will call for wisdom and statesmanship in unusual degree. Can use really be found for all the ships now in commission as well as purchasers? Truly, Admiral Benson is justified in seeking legitimate aid in any quarter.—The Nation.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Nov. 1, 1920. Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping medium; members ashore plentiful.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

Vancouver, B. C., Oct. 25, 1920. Shipping very dull; prospects uncertain.

R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Oct. 25, 1920. Shipping medium; prospects uncertain.

H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Oct. 25, 1920. Shipping dull.

P. B. GILL, Agent.
84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Oct. 25, 1920. Shipping medium; prospects uncertain.

CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Oct. 25, 1920. Shipping dull; prospects uncertain.

JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Oct. 25, 1920. Shipping dull; members ashore plentiful.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Oct. 18, 1920. Shipping slack; prospects uncertain.

JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Oct. 28, 1920. Shipping slow; some men ashore.

EUGENE BURKE,
Secretary pro tem.

No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Oct. 21, 1920. Shipping slow; prospects uncertain.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock. Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro, Oct. 21, 1920. Shipping very brisk; no members ashore.

JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Fred Bittner, No. 1795, a native of Russia, age 37. Died at Palo Alto, Calif., October 29, 1920.

Karl Gustav A. Cassberg, No. 1131, a native of Sweden, age 36. Died at Palto Alto, Calif., October 25, 1920.

Carl Theodor Johnston, No. 2320, a native of South Africa, age 47. Died at Rio de Janeiro, Brazil, February 22, 1919.

Passengers and officers of the steamship "Santa Cruz" were accorded a rare treat when a free-for-all battle started among 200 monkeys brought to San Francisco from Calcutta on the vessel. So ferocious was the battle that several of the animals were killed, while at least three of them were forced to walk the plank when they were cornered in ticklish positions along the vessel's rail. The monkeys, along with a 22-foot python, were part of a shipment of animals consigned to a San Francisco "pet" animal and bird store.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

THE REVIVAL OF BUCKOISM

For a long time past we have been endeavoring by intensive study and deep thinking to locate and isolate the obscure and treacherous bucko bug; or it may be a beetle, which occasionally bites our ships' officers in foreign ports and inoculates them with the insane bucko mania so prevalent in the days of our daddies. We were under the comforting impression for some time that legislative science and modern sentiment had laid the insidious varmint or robbed it of its virulence for all time.

But the frequently recurring reports of its sinister activities in foreign ports, continued to mystify and obscure our mental processes until we finally gave up the quest in despair. Concluding that the critter was born in the breed and could not be extradited, we left its effects to be treated by the courts, and turned our valuable attention to less elusive and more popular subjects.

But just as we are settling down complacently to our normal way of thinking, feeling conscious of having done our best, along comes a brisk report from Comrade Jack Pearson, first delegate of the Eastern and Gulf Sailors' Association at New Orleans, and thumps us in the eye with the discovery and the evidence that buckoism abroad is a direct result and outward manifestation of prohibition at home.

In his opening paragraph Jack says, in substantiation of his alleged discovery, that in Rotterdam, where his investigations were conducted, "gin flows in the gutters, and it doesn't cost a fortune to get it either."

We're not acquainted in Rotterdam, glory be! But we are acquainted with Jack and his ways. He's a whimsical cuss and a genius with the long bow. If Jack had solemnly informed us that gin was piped through the city mains of Rotterdam for public convenience, we might have believed him; but in the gutters! Why waste it?

Jack's report deals specifically with the insane antics of Mr. J. G. Clinch, chief mate of the steamship "City of Flint," while inspired by the exciting influence of Dutch courage in Rotterdam. From Jack's version of the exciting affair, it appears that while the "Flint" lay quietly moored at her berth in Rotterdam, the gentlemen forrard, while resting up from the effects of a long and arduous passage across, were generously permitted to indulge in their favorite and time-honored pastime of chipping rust and daubing paint. While thus amusing themselves one day, Mr. Clinch, loaded to the scuppers with the overplus of Schiedam Schnappes, staggered up to the boat deck and began to upbraid two able seamen who were industriously painting ventilators, about loafing. The two able tar fists retorted that they were smearing the color on as fast as possible, as they were anxious to finish their job before knock-off time. Just then Mr. Clinch was stung by a fleeting bucko bug. The venom instantly penetrated his brain pan, arousing all his inherent instincts of dormant buckoism to a violent and acute stage of fever heat. He peremptorily ordered both men down from the ladders on which they were standing, so that he might get a crack at them. Both seamen hesitated for a moment, but one of them, Constantine Nicholas, finally descended, and as soon as he stepped off the ladder the brave bucko drew a concealed blackjack and struck him, first on the head, and again in the face therewith. Constantine thereupon grappled with the drunken brute and wrested the blackjack from him. The leather thong to which it was attached was broken off in the melee and remained dangling on the mate's wrist. Drawing the strap from his wrist and dropping it on deck, where it was afterwards picked up by the bos'n, the mate made a grand break for the bridge with all the legs he had, hotly pursued by the now thoroughly aroused Nicholas. Upon reaching the bridge, Nicholas promptly corraled the mate and challenged him to come down on deck and fight like a man. But the mate did not seem keen about accepting the challenge—his Dutch courage had apparently left him with the loss of his blackjack. But here the Master, Capt. Larrabee, interfered and tried to get possession of the blackjack which Nicholas still held tightly clutched in his hand. Acting upon the advice of his shipmate, Andrea Peleuros, however, who shouted to him in Greek to cling fast to the weapon, Nicholas refused to relinquish it for the skipper or anyone else, preserving it as exhibit "A." The next day several members of the crew who had been eye-witnesses to the affair, prepared to go to the American Consulate with Constantine Nicholas and testify to the mate's assault upon him. When the mate heard of their intentions he demanded to know how many of them were American citizens. Upon learning that five of them were citizens he tried to dissuade them, asserting that they would only get trouble for their pains. The master then interposed an objection, declaring the ship would sail that day at 3 p. m., with crew or no crew aboard. Not to be deterred by bluffs or threats, however, the seamen witnesses went loyally to the consulate to testify for their shipmate.

Upon hearing the complaint the American Consul sent his monition to Capt. Larrabee ordering him to appear at the Consulate forthwith, but it was after 2 p. m. before he arrived. The witnesses, as well as complainant, all asked to be discharged from the ship, unanimously insisting that a broken voyage was preferable to the risk involved in sailing further with a drunken, quarrelsome mate, packing concealed weapons, and afflicted with an homicidal mania. To this demand the captain is said to have replied: "You men need not fear him again; he is harmless now. I took two guns away from him yesterday, and now you've got his blackjack. I'll see that he behaves hereafter; he can't hurt anybody again anyway. So you'd all better go on board and proceed to sea."

Inasmuch as the consul was inclined to sustain the master's argument, the men returned to their ship, where, after a blustering reception from the disarmed bucko, they were officially logged a day's pay for appealing to the consul.

Immediately upon arriving at New Orleans, the aggrieved seaman and his witnesses reported to the office of the Eastern and Gulf Sailors' Association, and through our attorney, Mr. H. W. Waguespack, the case was at once brought to the attention of the United States Commissioner. But that prehistoric functionary delayed a whole week before granting them a hearing. Eventually, however, the mate was held in $2000 bail to await the action of the Grand Jury, the 2d Monday in November. And there, for the time being, the matter rests.

"But," concludes Comrade Pearson in his letter, "the men are still here standing by their bags, and all of them fully determined to remain and prosecute this amateur bucko to the final limit of the law."

"Their names are," adds Mr. Pearson: "Complainant, C. Nicholas; Witnesses, A. Peleuros, H. Hansen, R. Taylor, and Hulberg."

And we poor deprived and dejected mortals can sit here and sorrowfully imagine those thrifty Dutch wives blithely washing their dirty linen in good schnapps to save rain water, and—but forget it. What's the use o' wishin' when the well runs dry!—J. H. W.

A DELEGATE'S REPORT

As ship's delegate for the Engine Department, S. S. "Eastern Merchant," the men in the engine crew came to me at Yokohama, Japan, on May 10th, 1920, and asked if steam could not be turned on in the wash rooms aft so that they could take a bath and wash their clothes. I went to the Chief Engineer, Thomas D. Thomson, and took the matter up with him, and he refused to let us have steam. I then went to the Master, Captain A. Ahman, and stated the case to him, and the next day, May 11th, in company with the Chief Engineer, he came aft on the main deck and looked things over and then said that the crew could not have any steam, as the Chief Engineer stated that it would consume too much fuel and water.

At sea, May 26th, 1920. When we first left San Francisco the food was not very good, but we had an idea that it would improve after things got to running more smoothly. On the contrary, the food got worse and the men came to me and demanded that I, as delegate, take the matter up. I went to the Chief Engineer and was referred by him to the Captain. I went to the Captain, but got no results.

Manila, P. I., June 8th, 1920. The condition of the food continued without improvement until we arrived at Manila. Upon our arrival there the men in the Engine Department demanded that the matter be placed before the U. S. Shipping Commissioner at that port, which I did, taking two other members of the crew along to testify. The Commissioner sent for the Captain and had an interview with him, after which the food was good for about a week. All U. S. Shipping Board ships are furnished with a set of menus from the Shipping Board which the Chief Steward of each ship is supposed to go by, and these menus are supposed to be posted in the different mess rooms. We have these menus posted in the messrooms on board this ship, but we never get what they call for.

At sea, June 18th, 1920. Five days out of Manila we ran short of potatoes, which was due to the fault of the Chief Steward leaving the supply of potatoes purchased at Manila out on the hatch in their bags with the sun beating down on them, instead of storing them in

the bins aft built for them. We had no potatoes from June 18th to June 23d.

Calcutta, India, July 2d, 1920. While lying in port at Calcutta the food got so bad that all hands went up to the Captain and asked that they be given better food, but he ordered the men down below and we got no results.

At sea, August 18th, 1920. On this date we had meat for supper that would knock over any government mule. We called the Chief and First Assistant Engineer to smell the meat, but they could hardly enter the messroom on account of the smell. The Chief and First Assistant then went to each messroom and told the men not to eat any of the meat. The Chief Engineer then went to the Steward and called him down about giving the men meat of that sort to eat, but the Steward went to the Captain and the Captain upheld the Steward.

Bizerta, Tunis, September 14th, 1920. Upon arrival at Calamata, Greece, R. Lellman, one of the oilers, was taken very sick and the Steward would not go back and see if he could do anything for him. We were lying in port at Calamata six days and no effort was made to have a doctor see him. Upon arrival at Bizerta a doctor came on board at 4:30 p. m., September 14th, and examined Lellman. He gave orders that Lellman be put on a diet of fresh milk and said that he would send some medicine on board as soon as he went ashore. He waited three days and no medicine came aboard. The Chief Steward, in the meantime, stated that it was impossible to get fresh milk, when at the same time the Third Officer, G. E. Purdy, was getting four bottles of fresh milk delivered on board every day. Lellman had started to turn yellow, so I went to the First Assistant Engineer, J. J. Macakes, and he went to the Captain. The Captain sent for Lellman, looked him over and said he "didn't look sick." Upon hearing this the men in the Engine Department all went up to the Captain and demanded that Lellman be given the medicine and the fresh milk that the doctor ordered. The Captain said he would let Lellman go ashore and see the doctor, but changed his mind and said he would send for him. Up to the time of sailing, however, the doctor had not come on board and the ship set out for New York, and Lellman had to get along as best he may. A man going to sea shouldn't make the mistake of getting sick, according to some people's ideas.

While at Piraeus, Greece, the Chief Steward laid in a supply of Greek cigarettes. The retail price of these cigarettes, which is printed on the cover, is 1 drachma 20 leptas, or about 12c gold. The Steward is charging us 25c gold for each package and the packages only contain about twenty cigarettes. According to the Navigation Laws governing slop chests, they are only allowed to charge 10 per cent. above the wholesale cost price. At the most the cigarettes should cost not more than 15c.

While at Manila, P. I., the Steward laid in a supply of cigarettes and tobacco. He started in selling Camel cigarettes for 25c gold a package that cost him 12½c, and Bull Durham tobacco for 10c gold that cost about 6c or 7c gold. The Supercargo referred this matter to the Acting Purser and the prices were lowered. The matter of the cigarettes purchased at Greece has been brought to the attention of all concerned, but nothing has been done and the Steward has assured us that nothing will be done.

These are only a few incidents out of many that have happened on board this ship, and I respectfully request that some action be taken in the matter.

CHAS. H. McCARTE,
Ship's Delegate.

The foregoing statement was vouched for and signed by 31 members of the crew.

The voyage of the "Eastern Merchant," referred to in delegate McCarte's report originated, and was to terminate on the Pacific Coast, but owing to the long continued and arbitrary abuses complained of by the crew, and so faithfully set forth and diligently chronicled in the delegate's very capable report, and continually disregarded by Capt. Ahman and his "dutiful" engineer, they were all discharged and freed from their intolerable condition of starvation and drudgery, official neglect and pettifogging tyranny by the United States shipping commissioner at New York. Delegate McCarte's well-written and very lucid report has been kept in strict conformity with log-book methods. The time, place, and in some instances, the circumstances surrounding each entry are faithfully recorded, and all dates are entered in regular and chronological order. The report is also signed by thirty members of the crew, and except by the usual form of general denial, has not been contested by the master. It may, therefore, be safely accepted as an authentic and trustworthy document.

The following ship notices signed by Capt. Ahman and his faithful steam compressor, are copied verbatim from the original slips torn from the forecastle door and submitted to us by the engine-room crew.

On Board S. S. "Eastern Merchant,"
"At Sea," Sunday, June 6, 1920.

Notice

Owing to the increased dissatisfaction of the men connected with the Engine Department of this ship, if anyone not satisfied with conditions, they will be paid off at Manila by mutual consent if requested.

A. AHMAN,
Master.
THOMAS D. THOMSON,
Chief Engineer.

Warning

Any man whose stomach and bowels are not functioning regularly should report immediately to the Chief Steward for medicine.

A. AHMAN,
Master.

It will be noted that both bear Capt. Ahman's signature, and one is countersigned by Thomas D. Thomson, his chief engineer. Both these notices serve to confirm the truth of Delegate McCarte's statements and substantiate the general belief that Capt. Ahman was simply trying to work his crew out. The logical inference to be deduced from an intimate and unbiased study of the facts in this case is that the shameless neglect of Capt. Ahman, his engineer and steward toward the health, comfort and well-being of the crew of the "Eastern Merchant" was premeditated and intentional, and maliciously and purposefully carried out. All the evidence supports and justifies such an inference and leads to the inevitable conclusion that the ill treatment and neglect of the firemen on this ship was the result of a deliberately planned and unlawful conspiracy on the part of these three gilt braided and guilty-minded partners in petty persecution to starve and otherwise defraud, neglect and browbeat the crew into leaving the ship at the first port of call.

If a mutinous conspiracy among the crew can be suppressed by force and punished by law, then in common justice, a deliberate conspiracy among ships' officers to starve, cheat and bulldoze efficient members of the crew, neglect the sick, deny them medical treatment as prescribed by a physician, or threaten them with becoming bags of cold meat unless they submit to swallowing the aimless samples of official belly wash dosed out by an ignorant and indifferent ship's flunky, should be, and we believe is, legally punishable also. A ship flying the burgee of the United States Shipping Board comes distinctly within the existing provisions of American maritime law, and her master and officers should at all times feel themselves doubly bound by oath and patriotic sentiment to uphold and obey the principles and provisions of said law in dealing with seamen under their command or protection. It is the official duty of every ship's steward to see to it at all times that his stores are properly stowed and kept in a safe and wholesome condition for daily consumption by the crew, it is the duty of the chief engineer to see that all bath or wash rooms on board are kept supplied with both hot and cold water and steam, according to statute, for the convenience and cleanliness of the crew, and more especially for the men in his own department who are in constant need of washing facilities when coming off watch. It is the lawful duty of every master to hear and inquire into all complaints and rectify them, and in cases where any of his subordinate officers have been guilty of neglect which causes discomfort, sickness or justifiable unrest among his crew, he has the power to penalize or replace them with others more attentive to duty.

And likewise, any master who neglects his own duty in such matters when appealed to by his crew or who encourages and conspires with his officers to promote or instigate such neglect, should be penalized by his owners as well as by law, and in very serious cases the Admiralty Court hearing the case should have power to suspend his license, or disrate him altogether and send him back to the forecastle to be tried and dealt with "by a jury of his peers."

ACCIDENTS ABOARD SHIP

Another avoidable accident case brought to our notice by Attorney Frederick R. Graves is that of Niecalas Tsumouris, a Greek seaman injured on board the S. S. "Tullard," owned by the Emergency Fleet Corporation and operated by the United States Transport Co., Inc.

Tsumouris signed as an able seaman on the Tollard at New York on May 6, 1919, at the rate of $75 per month, the going wages at that time. While the Tollard lay anchored in the harbor of Venice about June 28, 1919, a boat was being lowered to let the captain and pilot ashore, Tsumouris being one of a crew of four ordered to man the boat and row to the landing.

The four men were seated in the boat and the davit tackles started when both bow and stern releasing hooks disengaged, simultaneously dropping the boat suddenly into the water.

Tsumouris was more severely injured than any of his mates and was taken to a hospital in Venice, where it was found he had sustained a fracture of the right thigh and a compound fracture of the right shin and ankle bones.

He remained in the hospital ten months and one day, until April 29, 1920, when he was discharged, but not completely cured.

Tsumouris arrived in New York a consular passenger on the S. S. "Chetopa" on May 28, 1920. That no attempt has been made so far to deport him is probably due to the fact he has a record of nineteen years of service in the Merchant Marine and has attained to American citizenship. A suit in his behalf is now pending in the Supreme Court, Kings County, New York, and meanwhile he remains penniless and dependent upon the generosity of friendly seamen for support.

The appalling frequency with which these distressing and painful incidents are being reported is a matter of very grave concern to all men who follow the sea, for none of us even knows whose turn will come to be maimed, or crushed, or killed upon the altar of Mammon next. The present list of preventable casualties in the American Merchant Marine already accounted for is comparable only to the un-

speakable atrocities of the ruthless Turks in Armenia, nor is it more justifiable. Each passing day brings its toll of direful happenings among unprotected merchant seamen and the court calendars are always cluttered with insistent claims from injured seamen or their widows or dependents for damages, relief or redress.

There must be some method of effective surcease and protection for suffering and wantonly exposed seamen from the constant danger of being mangled in the insatiable jaws of remorseless Mammon.

Not long since a seaman was reported to have been killed by the breaking of a heat and rust burnt funnel bolt while painting the smokestack.

In falling he crashed through the galley skylight and was scalded to death in a tub of hot water standing on the floor directly beneath.

In another case a seaman came down by the parting of a funnel gantline and broke his spine and now remains a living corpse.

At Robbins drydock in Brooklyn, N. Y., Robert Barnes, a member of the British Seamen's Union, was drowned by the breaking of a rotten ladder while climbing up the side of the S. S. "Garfield" in order to get on board his own ship, the "Susquehanna."

Immediately after the tragedy a safe and secure gangway plank was extended between the ship and the drydock. Why not before?

Barnes leaves a widow in Liverpool, England.

Samuel Thomas, a fireman, was badly injured on the S. S. "Oconee" recently by being struck on the head by a falling ash bucket, which fell back into the fireroom when the hook broke. He was left behind in the hospital at Deal, England, where the ship called to land him. And further deponent saith not.

H. Labrie, messman on the S. S. "Wyanoochie," was killed in September last by falling from an unguarded gangway while the ship lay in her berth in the North River, New York. Within an hour afterwards new holes were bored in the gangplank and manropes rove off. Any witnesses among the crew of the "Wyanoochie" having knowledge of this accident are requested to report without fail to Delegate Hugh Edmundson of the Marine Firemen's Union, 70 South street, New York, or to Attorney Silas B. Axtell, 9 State street, New York City, who has the legal interests of the deceased messman in charge.

In view of the many distressful maimings and mortal accidents constantly occurring on shipboard, and the brutal disregard of hidebound ship-mongers for mortal suffering, it is high time all seafaring men got together on this bone-crushing subject and conferred with sad and serious intent and solemn determination upon some sane and practical measures to minimize the murderous recklessness of the money maniacs controlling our Merchant Marine.

Federal legislation on this subject has become as essential a life saving program as was the law outclassing unseaworthy ships.

The number of serious accidents to seamen continues to increase in precise ratio with the increasing number and rivalry of merchant ships.

Ninety-nine per cent. of the terrible accidents daily occurring in the Merchant Marine are directly due to hasty and faulty construction, reckless driving, official ignorance and criminal carelessness.

Funnel bolts, gantlines, mart ropes and winches are put in in haste and deteriorate at leisure. They are never overlooked nor overhauled until something breaks. Then any unfortunate seaman who may be injured by the long expected mishap can be charged with contributory negligence for being in the way—presumably he should have avoided danger by remaining ashore.

In the olden days, when commerce was under sail, serious personal accidents to seamen were rare indeed. In thirty years of practical experience in sailing ships we can recall but surprisingly few accidents of this nature which were not attributable to elemental causes. In those days seamen *were* seamen, and knew how to rig and inspect their own gear. Seamen would promptly and invariably report to the officer of the watch, or the bos'n any material defect aloft in gear, rigging, or sails which was likely to cause or contribute to an accident, and it would be immediately examined and repaired.

In the better class of ships the bos'n was required to go over all the mastheads every Sunday morning; examine every detail of top humper and report to mate.

Nowadays nothing is examined until it breaks and the damage is complete.

This is certainly an appealing subject well worthy of serious legislative consideration.

As the ward of the nation the seaman is certainly entitled to national protection, for the country's sake as well as for his own.

We are also firmly of the opinion that all personal causes of seamen, whether for wages, damages, protection or relief, should be considered and decided by special courts of admiralty separately established for that purpose. Under the present system seamen's causes listed upon a common court calendar are pending from six months to as many years before being reached and decided.

Meanwhile the plaintiff remains in destitution, misery and anxiety over his claim, which may eventually either be dismissed or appealed because his witnesses are scattered and his cause hopeless.

If the claims of seamen whose wages are wilfully and arbitrarily withheld, whose injuries have resulted from deliberate neglect or whose personal complaints arise from unlawful conduct, either on the part of their officers on board or employers on shore, could be promptly and effectively disposed of by a special court in admiralty, and all costs and charges, including counsel fees and incidentals invariably thrust upon the plaintiff seaman in a lawful effort to reclaim his due, assessed against the guilty defendants, we feel assured that a very noticeable decline in the present increasingly large number of personal injury claims and complaints of unlawful injustices against seamen now assailing the overwrought courts in admiralty would immediately result.

Ship-owners must be convinced that legs and arms are more highly esteemed properties than well-spun rope or welded iron, and that the lives of loyal seamen are of more value to their country than corporate dividends.

The only way to teach them is through their pockets, since heart or conscience they have none.

J. H. W.

OUR WASHINGTON LETTER

(By Laurence Todd.)

John Donlin, president of the Building Trades Department of the A. F. of L., is about to revoke the charter of the New York Building Trades Council, because Robert P. Brindell, president of that organization, has expelled the entire New York District Council of Painters and has seated in the Council a local of strike-breaking painters formed by Brindell for that purpose.

The seating of this scab local in the Council, a week ago, in open violation of the laws of the A. F. of L. and of its Building Trades Department, was answered by a curt letter from Donlin, giving notice that unless the scabs were promptly unseated, and the regularly affiliated members of the Brotherhood of Painters and Decorators seated, the charter would be suspended and probably revoked.

Donlin's letter was greeted by laughter in Brindell's personally conducted organization. No formal answer was made. The Department was set at defiance. At the same time, Brindell sent word to his personal friends here that if Donlin tried to discipline him he would appeal to the executive council of the A. F. of L.

This appears to be the next to the final chapter in the "romance" of the big boss of New York's building trades, who has risen like a rocket, these past five years, and now is coming down like the proverbial stick. He rose by inventing a system whereby every member of the Dock Builders' local of the Carpenters paid 50 cents monthly to Brindell to act as his business agent. Brindell now draws $2,400 a month from this source. It is all perfectly democratic and voluntary—the man who doesn't like it can leave New York. There are neither constitution nor by-laws for the Building Trades Council over which Brindell rules, acocrding to his recent testimony before the legislative committee that is probing the housing shortage in New York. His business agents form the Council.

It seems that the Building Trades Department of the A. F. of L. has come to the conclusion that New York is big enough to support a regularly constituted and legally organized council of the building trades unions. It is therefore quite possible that Mr. Brindell will finally have to fall back, for his income, upon his already lucrative business in automobiles, which he now conducts as a side-line.

Before he retires to his salesroom, however, it is possible that Brindell will have to explain some curious things that have been taking place in New York in connection with building operations. For example, the New York World today prints an account of the sworn testimony of witnesses before this legislative committee, in which one witness swore that $25,000 was given by him to two business agents with the understanding that it was to go to Brindell "for the committee." He further

testified that after this $25,000 had been paid, the sympathetic strike on the building in question was promptly settled, and work resumed.

When this testimony had been given, Brindell's lawyer warned the newspaper men that if they published anything reflecting on Brindell in that connection their papers would be sued for libel. He added the hint that "newspapers can have labor troubles, too."

This bluff of exercising control of the allied printing trades in aid of a private threat did not stop the publication of the testimony. And the testimony has been read with keen interest in A. F. of L. headquarters here, where Brindell has claimed recognition as an "anti-red."

While the Building Trades Department is preparing to clean house in New York, the political committees of the Plumb Plan League, the sixteen standard railroad labor organizations and the A. F. of L. executive council are making their final efforts of the presidential and congressional campaigns. Three thousand trade union speakers will be on the stump as four-minute men during the final days of the fight. Tons of literature has been distributed. For the fourth time, the voting records of all members of the House and Senate who are now running for re-election have been laid before their constituents.

One of the most encouraging results of the campaign on the part of the labor committees this year has been the development of a belief that if organized workers are to get the utmost benefit from these political efforts they must keep their political committees on the job all the year round. The Plumb Plan League is in itself a continuous political committee, in so far as the program of the railroad workers for government ownership and democratic operation of the railroads is concerned. But that is not enough. Some of their larger unions and brotherhoods are now considering a recommendation that legislative committees be elected in every local lodge throughout the country, and that these legislative committees be directed to report regularly on the records and tendencies of all public servants in legislative bodies chosen by that constituency.

When the railroad men get representation upon the executive council of the A. F. of L., that policy may become the general one for the whole movement. At present, having no spokesman on the directing body, the railroaders "herd by themselves" across the way in the Machinists' building and discuss what they are going to do independently.

The independent railroad brotherhoods say that they no longer care to apply for affiliation with the larger body. The Street Railway Employees, who dispute their jurisdiction on electric interurban lines, challenge them when they try to enter, and they are tired of arguing the issue. As long as the Big Four remain outside, the A. F. of L. executive council will perhaps refuse to reinstate the Maintenance of Way Employees, whose jurisdictional dispute with the Carpenters has kept their 200,000 men outside the Federation this year. As long as these stay out, the railroaders inside the Federation cannot hope to win a seat in the council by their own unaided votes. This in turn delays a constructive political policy on the part of the Federation.

News from abroad shows that the Germans, with their usual diligence, are trying to regulate the shutting down of factories and mills, when raw materials and fuel cannot be had, or when the market collapses, or labor makes demands. Our consuls report that the Federal Economic Council of Germany has adopted resolutions forbidding the closing down of factories, or the restriction of production, or the sale of machinery used for production, except after official permission has been granted. In each case a government committee of experts makes an investigation to determine whether the shut down or reduction is necessary. Co-operation of the trade unions is sought, to keep plants running. Where owners are obdurate, the government committees may lease and operate the plants.

This scheme was adopted after the Italian workers had met similar shut-downs with their unique tactics of occupying the plants and running them on a co-operative basis.

More news of labor developments abroad will soon be coming into the United States. We shall hear much, direct from the leaders and the rank and file, of the great British miners' strike, and of its industrial and social consequences.

If the Lloyd George government had its way, of course, we would not get a word about it. Just yesterday an order of immediate deportation was served, at his London lodgings, on E. J. Costello, managing editor of the Federated Press, who was awaiting passage home after arranging for a cable news service from British and Continental labor for American labor papers. Costello's papers and documents were seized and carried off by the detectives from Scotland Yard. It seemed that he had committed the crime of talking with George Lansbury, editor of the London Daily Herald, organ of British labor and mouthpiece of the strike.

Immediate demand for an inquiry was made upon our State Department here, but no satisfaction was given. Our State Department is still, apparently, of the same mind toward organized labor as when, in July, Secretary Colby deplored the "sticking up" of the government by shipyard workers during the war.

To be identified with a labor paper and to go to Europe, unless as the official of a powerful labor organization, is to expose oneself to the treatment formerly accorded pickpockets, smugglers and absconding bank cashiers.

If we have reached this point in only two years of a world made safe for democracy, how far will we get in two years more?

WEEKLY NEWS LETTER.

(Continued from Page 3)

girls to textile and clothing factories. Of the boys, 18 per cent. left the first job within a month, and more than one-half shifted work before six months. The greatest amount of shifting for both girls and boys occurred in the clothing industry and the least in the textile industry.

International Seamen's Union of America

(Continued from Page 5)

LAKE DISTRICT

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46 West Main Street

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FRED WALSH, Secretary
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Room 2 Phone Seymour 3976

Labor News

The six-hour day and the abolition of night work will be the object of a nation-wide campaign by the Bakery and Confectionery Workers' International Union.

Officers of the Texas State Federation of Labor report continued gains despite attacks by politicians, who seek to curry favor with the anti-union element in this State.

A strike of longshoremen at New York has been averted by these workers agreeing to a one-year continuance of present rates. Working conditions are improved.

A wage increase of $1 a day has been secured by the Typographical Union of Los Angeles for its commercial shop members. The union is now negotiating new rates for its newspaper members.

The Ohio State Federation of Labor has called on affiliates to appoint committees to acquaint workers with the State compensation law and to give information to those who are unacquainted with the purposes of this legislation.

There are more than 142 local unions, with a membership of 10,000, now enrolled in the American Federation of Teachers, according to reports by officers of that organization to A. F. of L. headquarters. These teachers have built up their organization despite strong opposition by every anti-union influence.

More than 250 delegates attended the annual convention of the Oklahoma State Federation of Labor. Reports of anti-union agitation in some sections of the State were made. These unionists are awake to the purposes of employers, who are resorting to patriotism and the American flag to hide their cheap wage plan.

In a little over one year the Brotherhood of Railroad Patrolmen, affiliated with the A. F. of L., has spread all over the United States and is actively engaged in bettering conditions of railroad watchmen and patrolmen. A ladies' auxiliary has been established and a monthly magazine (the "Patrolman") has a wide circulation among these trade unionists.

The convention of the South Carolina State Federation of Labor declared in favor of a department of labor. At the present time labor is included in the Department of Agriculture, Commerce and Industry. The convention urged increased appropriations for the public school system and for a minimum wage of $1200 a year for public school teachers.

State cossacks are running amuck in the non-union coal fields of West Virginia and rival the thuggery of Baldwin-Feltz detectives. The cossacks are under the control of the State "Department of Public Safety." Trade unionists declare that the cossacks are the greatest violators of law and that they are but tools of coal owners, who would destroy trade unionism in that industry.

The convention of the International Association of Machinists rejected every suggestion to withdraw from the A. F. of L. Progress is not made fast enough, according to the aviators and advocates of so-called "industrial unionism." The members agreed they would like to progress faster, but insisted that this is not possible by smashing the machinists' organization or dividing workers for the employers' gain.

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Seattle, Wash, Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
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SAN FRANCISCO
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Thompson, T.

INFORMATION WANTED.

Members of the crew of the S. S "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members and the respective amounts due thereon is as follows:

Amudsen, R. $22.50
Mattson, Geo. J..... 22.50

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Members of the crew of the "West Katan," whose claims for salvage services rendered to the S. S. "Flavel" is being handled by the undersigned: It has just come to my attention that the Shipping Board have asked you to sign vouchers in settlement of the salvage claim. I was offered one-half-month's wages which was refused. It appears that they are endeavoring to get you men to settle directly. I advise that none of you accept this as it is grossly inadequate. At least you have no right to accept any settlement without consulting me. Silas B. Axtell, Attorney for Seamen, 9 State Street, New York City. 10-6-20

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INFORMATION WANTED

Charles Bernard Wilson, born in Stevenson, Alabama, write or come to your mother, Flora M. Wilson, 719 18th street, Oakland Cal., care Mrs. J. Buck. 9-22-20

Portland, Or., Letter List

Adams, Hugo	Learstad, Peter
Ahlstrom, Killan F.	Leisig, John
Ahlstrom, Ellis	Lovell, G.
Allen, Wm.	Lundgren, Gust
Allen, W.	Malech, Frank E.
Allison, Benjamin	Malkoff, Peter
Amundsen, Albert	Maline, Stanley
Andersson, Axel	Matson, R. M.
Anderson, J. A.	McDermott, W. M.
Anderson, Ed.	McCarlif, Gail
Andersson, Bill	McCroskey, Ray A.
Anderson, Herman	McGregor, Thos.
Anderson, Carl E.	McLean, M. R.
Austin, Ed.	Meyer, W.
Axmussen, Ben	Mikkelsen, Harry
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Alsie, Karl	Neilsen, Harry
Austin, Melvin	Nelson, Nels E.
Backman, Peter	Nilsen, Christ
Baker, Eddie	Nilson, Herman
Benton, G. W.	Norman, A
Bieler, Ben	Nurmisto, Ovio
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Bohm, Franz	Olson, T.
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Carmelie, Guiseppe	Pederson, Geo.
Custer, Kenneth R.	Peppert, Fred
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Dikkensen, S.	Petersen, Knut
Diez, H.	Pobie, Frank L.
Doehring, Otto	Pohl, W.
Dooly, Frank E.	Pope, Bert
Douglas, Joseph	Prestoff, S.
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Fisher, Chas.	Rever, John T.
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Erickson, Hans E.	Robertson, E. J.
Ellegard, M.	Robles, Frank
Engler, S. H.	Ross, Geo.
Forsberg, Swen S.	Runge, R. L.
Fugman, Arthur	Saine, Arthur A.
Gallery, Russell B.	Schmeltning, M.
Gilkison, A. F.	Scott, M.
Golden, Roy L.	Shalin, Nils
Graff, John D.	Sibley, M.
Handt, Wm.	Skogmo, Paul
Halley, W.	Sinclair, P.
Hansen, Thorolf	Smith, Carl J.
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Hogstrom, Karl I.	Sullivan, Fred L.
Holm, Harry	Suvaal, A.
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Johnson, C. Eilert	Tuhkanen, John J.
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Kjellberg, A. C.	Wolf, Herbert
Klaver, R.	Walters, Fred L.
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Beschorner, Robert	Gustafson, Johan
Boyce, R. H.	Hansen, Claf
Brickman, Harold	Hasko, Anton
Bridges, R. H.	Harnick, Julius
Brusbard, Ewalt	Hansen, B.
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Braden, W. A.	Hamilton, Walter
Brast, Sjomans	Hartog, J.
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Carr, R. W.	Hellesten G.
Carlera, Peter	Herlin, W.
Carrol, Kenneth	Hey, Ben
Church, C. A.	Hill, Chas.
Christoffersen, C.	Hickey, John
Costley, F. L.	Hingren, John
Cormie, William	Hogsted, Chas.
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Davis, Orville	Holland, Jonny
Daw, Walter	Holtkamp, C.
Deasy, William P.	Hurley, Michael
Desmond, Albin	Isakson, J.
Deaver, Alwin	Janson, Fr.
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Johansen, Anton	Lindstrom, John A.	Mehrtens, C. H.	Olsen, Emil
Kallio, Frank	Lindholm, Charles	Mize, J. H.	Olsen, Olaf V.
Kenrich, Richard	Lill, Karl	Michelson, Erik	Olsen, Ole
Kelty, Peter D.	Lobeles, Jose	Miller, Frederik	Olsen, Ole M.
Keel, Jewel	Lowrey, John	Moor, Peter	Olsson, Otto
Ketelson, Fred	Loderson, John	Moritz, W.	Olsen, Sander
Killat, Dau	Lorgeman, Fred	Morisse, Henry	Olsen, Harold
Kepplar, C.	Knudsen, Andrew	Monteiro, John	Ostedal, Caspar
Kirshfeld, J.	Lund, F. V.	Mueller, John	Pastrillen, H. K.
Kluge, Frank	Lund, Alal	Murray, Ernest	Petersen, August
Klahn, Karl	Luther, Frank	Murphy, Frank	Petersen, Hugo
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Lelrevaag, Halvor	Mato, Alex	Nilsen, Alfred	Rensen, Albert
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Lindquist, Emil	McHelvey, T. B.	Nielsen, P. F.	Rossdam, Ha.
Lindahn, Al.	McNeil, D. R.	Njutrom, Uno	Rod, Halfdam

Home News

Upton Sinclair, considered by most European critics to be America's greatest novelist, and recognized universally as one of the greatest living journalists and pamphleteers, recently took out a membership in the Pasadena, Calif., branch of the Pacific Co-operative League.

Oregon had a total of 703 men who were officially recorded as draft evaders during the World War, according to data received from the War Department by Adjutant General George A. White. Benton, Lincoln and Wheeler were the only counties having none.

President Wilson has confirmed the sentence of dismissal from service and fifteen years' imprisonment at hard labor imposed by court-martial upon Second Lieutenant John C. Gottenkiene of the 5th Field Artillery. The officer was convicted of deserting his command at Neuhausel, Germany, in June, 1919, after embezzling $36,051 of military funds.

Officials of the Department of Justice confirmed a report from Hackensack, N. J., that Dr. Walter Schleele, explosive expert of that place, had submitted a report to William J. Flynn, chief of the department's bureau of investigation, declaring that fifty pounds of blasting gelatine caused the Wall street explosion. Dr. Schleele's report was taken from testimony of witnesses.

Congressman Albert Johnson, chairman of the House Committee on Immigration, announced in a statement that he will advocate limiting immigration to relatives of naturalized citizens, when the immigration committee meets in Washington November 15th. Johnson predicted that a bill will be framed by the committee in time for presentation soon after Congress assembles in December.

The State Federations of Labor of California and of Arizona, in conventions recently held, went on record as favoring and supporting the work of the Pacific Co-operative League. This is the second endorsement received from the California State Federation of Labor. The league and the federation have worked together for some time in the Triple Alliance, better known as the California Union of Producers and Consumers.

Warrants for several alien enemies (issued during the war, but never served) are being canceled by the Department of Labor. No grave charges were ever made against the aliens, but the warrants were issued mainly on the ground that the men were alien enemies and had shipped on vessels out of San Francisco, against war-time regulations. Most of those for whom warrants were issued have disappeared, according to officials of the Immigration Service.

Income taxes must be paid on contributions to political campaigns, according to an announcement made by John P. Carter, Collector of Internal Revenue for the Southern California district. He made public the following communication from Internal Revenue Collector Williams: "Members of all parties are advised that in making returns of 1920 income they will not be allowed to deduct campaign contributions. Income tax regulations on this point are brief, but explicit. They provide that contributions for campaign expenses are not deductible from gross revenue."

Domestic and Naval

Japan will, during 1921, pay a subsidy amounting to 1,038,000 yen ($530,000) to the steamship companies trading with South America.

The Belgian Government has forbidden the sale of any Belgian river or canal craft of whatever character to foreigners or foreign companies, except under the previous authorization of the Government.

Admiral Borowski, the Polish Naval Commander at Danzig, says he does not place any credence in the report that Russian Bolsheviki submarines are operating in the Baltic or elsewhere. The Admiral says the report came from a British source.

A combine formed by leading Danish ship owners has applied to the Government for a concession enabling them to erect their own wireless stations and business in Denmark. The plan, it is understood, is viewed with approval in Government quarters.

Vessels of the United States on arriving on and after December 1, 1920, at ports of the United Kingdom will be subject to the provisions of the British wireless act of 1919, so far as applicable. This act requires every seagoing passenger steamer or ship of 1600 tons gross tonnage or upwards shall be provided with a wireless telegraph installation.

It is the intention of the Canadian Government, if given proper support by the citizens of Vancouver, to expend millions of dollars in making the port of Vancouver one of the best in the world, the Hon. C. C. Ballantyne, Minister of Marine and Fisheries. told a delegation from the Board of Trade, which addressed him on port changes, according to a report in the Montreal Gazette.

Calls by vessels at Punta Arenas, Chile, in the calendar year 1919, exclusive of those made by small coasting craft, totaled 104, as against 99 in 1918. Thirty-four of the vessels made the transit of the Straits of Magellan, from ocean to ocean. The calls by steamships that ply regularly between Punta Arenas and Valparaiso and other Chilean ports numbered 14, and those by steamships regularly in service between Buenos Aires, Argentina, and Punta Arenas, 13. The nationalities of vessels calling at the port in 1919 were as follows: Argentine, 35; British, 26; Chilean, 25; American, 6; Dutch, 5; German, 5; and Swedish, 2.

The United States Shipping Board has announced its intention to dispose of all housing projects in which it owns the capital stock. When the housing program of the United States Shipping Board was inaugurated, money was advanced to local realty companies or housing companies organized by the shipbuilder concerned. The builder constructed the houses on the land owned by them and the Shipping Board took back from the local realty companies mortgages covering the amount of the houses in each case. The board also became the owner of various housing projects by the acquisition of the capital stock of a number of realty companies. The board now plans to dispose of such projects. The plan for the disposition contemplates selling these projects to manufacturing and business concerns of a substantial character or disposing of the houses by individual units

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Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
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Employees' Pension Fund	330,951.36

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Aagaard, A. W.
Abrahamson, Berner
Adolfsson, John
Algren, Charlie
Alhstrom, Ellis
Alto, John
Almon, L.
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Bowman, Jack
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Bosshardt, H.
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Brauner, Chas. J.
Brander, Wm.
Braun, James
Brown, Dudley V.
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Correro, Tom R.
Corey, Eldridge

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Dahl, Otto
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Davis, Warren
Demorest, Carl
DeMarlo, Thos
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Drevet, Jack O.
Drennen, W. N.
Duff, Peter W.
Dunlap, George
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Eastman, J. W
Eaton, Lawrence
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Farevoog, C. M.
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Fjellman, Georg
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Fletcher, Jos.
Foster, C.
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Fradera, T. F.
Franson, A. E.
Fraser, H. W.
Freitag, W. J.
Freiberg, Carl
Fredricksen, O.
Friz, Ottmar
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Germenis, Socrates
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Golden R. L.
Graham, Ray
Graham, W. F.
Green, Henry M.
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Grundell, W. O.
Grundstrom, C. W.
Groman, Gusta
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Gullaksen, Hans
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Ibsen, V. L.
Ingebretsen, Christian
Irving, John
Iversen, Iver

Isakson, Karl
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Kolbe, A. R.
Kokko, Martin
Kootz, Fridrick
Koster, Walter
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Kristensen, J. P.
Krishjan, K. W.
Kristoffersen, A. B.
Krane, Anton
Krogseth, Svend
Krumholtz, W.
Kuckens. B.
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Lattin, W. C.
Laine, John E.
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LaMadrid, R.
Lambert, Jos.
Lanphear, D.
Larsen. Alex. 1777
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La Rue, C. E.
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Lorentzen, Jean
Lund, Wm. J.
Lundberg, Oskar

Madsen, Anton
Magnusson, E. W.
MacLeod, Norman
Macauley, D.
MacKay, Wm.
Maki, Ivar
Mahoney, F. J.
Manning, H. H.
Manzano, Luis
Mattos, M. D.
Markman, Hy.
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McKinsey, Alex
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INFORMATION WANTED.

Anyone who was acquainted with the late Chas. Erickson, discharged from the U. S. Navy in 1896, and subsequent thereto sailing on the Pacific Coast, will confer a great favor upon his widow, Mrs. Charles Erickson, by communicating with her at P. O. Box 15, San Pedro, Cal. Mrs. Erickson is anxious to establish certain facts relating to the physical condition of her late husband prior to his discharge from the U. S. Navy. 1-28-20

The following named members of the crew of the S. S. "Kenebec," who helped salve the schooner "Thomas L. Wand" on November 19, 1919, have vouchers ready to be distributed at our office:

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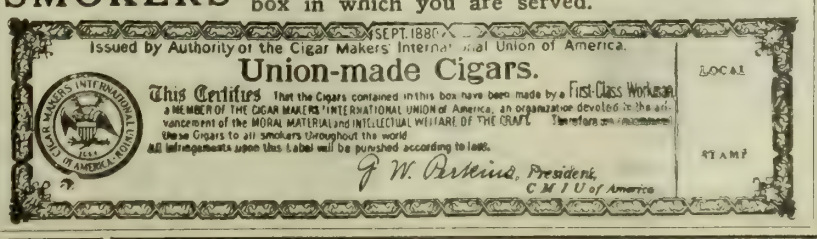

News from Abroad

Discovery of petroleum in the eastern part of Salvador is reported by Dr. Ecrieh, an expert in geology.

The Hungarian Government has ordered 15,000 East European Jews to leave the country immediately, says a Budapest report.

The Albanian Government has asked Italy to occupy Goritza and Argyro-Castro to insure the Southern Albanian frontier against Greek invasion, says the Durazzo correspondent of the Tempo. The Italian Government, adds the newspaper, has refused this proposal.

Japan will propose placing the Chinese Eastern Railroad under joint control of the powers until peace is restored in Russia, the Yomturi says in connection with the discussion now in progress over the question of protection of Russian interests in China.

Japan's intention to forward additional troops to Manchurian towns near Korea is announced in official communiques on account of bandit raids that are terrorizing the population. The Chinese residents of the districts, the communiques say, desire the presence of Japanese troops.

French war tanks that have been little used since the armistice may be put into service again this winter, not as weapons, but as snow sweepers. Experiments recently made show that when snow cutters are attached to the front end of the tank, a path ten feet wide can be cleared with little difficulty. Many important routes that have hitherto been impassable in winter will thus be kept open, it is stated.

Recently the British Government placarded Dublin with signs of the Royal Air Force, appealing to young Irish lads to join. Those placards read, "Join the Royal Air Force and See the World." After the billsticker had departed, a loyal Irishman, with a paint bucket, painted another sign near the Government posters. It bore the simple inscription: "Join the Royal Irish Constabulary and See the Next World."

An attempt was made to assassinate Prince Regent Alexander of Serbia during his recent tour in Bosnia, according to the Montenegrin Press Bureau. The bureau adds: "A bomb was thrown under the train in which the Prince Regent of Serbia was returning from Sarajevo. Two coaches were wrecked, but the Prince was unhurt. An inquiry into the accident gave no results. The Mayor and Municipal Council of Sarajevo have resigned.

The charge that the seizure of Vilna, in disputed Lithuanian territory, took place with the connivance of President Pilsudski of the Polish Government was made in a memorandum submitted to the State Department by the unrecognized Lithuanian representative in the United States, Dr. Vileias. The memorandum further asserted Pilsudski in 1919 desired to relinquish his post as chief of the state of Poland in order to set up a new federated state to the north of Poland, embracing Vilna. In support of this charge Dr. Vileias cited the recent report of Pilsudski's resignation as President of Poland and the fact that Pilsudski himself was a native of Vilna. "In the name of the Lithunian Government," the memorandum concluded, "and in the name of humanity, I protest to the American Government against the acts of Poland against Lithuania."

With the Wits

"Josh," said Farmer Corntossel to his son, "I wish, if you don't mind, you'd eat off to yourself instead of with the summer boarders." "Isn't my society good enough for them?" "Your society is fine. But your appetite sets a terrible example."—Washington Star.

Consistency—"She makes herself ridiculous with her silly superstitions. Do you know, she looks in a dream book every morning as soon as she gets up. No, don't go out of that door." "But it is the shortest way out." "But don't you know it is bad luck not to go out the same way you came in?"

Just So.

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We're not much in error in mentioning, though,
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Heard at a Reception—Fair Guest—That gentleman you introduced to me is a cynic.

Hostess—Indeed, my dear! And what is your idea of a cynic?

Fair Guest—He's a person who keeps you constantly in doubt whether he is unusually clever or unusually disagreeable.

A Roast—He—I always say what I think.

She—I notice that you are extremely reticent.

His Fond Farewell—A Frenchman, guest at a London hotel, had just been presented with his bill. Though he paid it without formal protest, he was most indignant at its amount. "I vish to zee ze proprietor!" he exclaimed to the clerk. In a moment the proprietor entered. The Frenchman was all smiles. "Ah!" he exclaimed, "I must embrace you!" "But why should you wish to embrace me, sir?" asked the astonished hotelkeeper. "I do not understand." "Look at zees bill." "Yes, your receipted bill. What of it?" "What of it? Simple zees, saire, it means zat I shall nevaire, no nevaire, see you again."—London Tit Bits.

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VOL. XXXIV, No. 10. SAN FRANCISCO, WEDNESDAY, NOVEMBER 10, 1920. Whole No. 1726.

THE GENERAL STRIKE

American Federation of Labor's Attitude Clearly Defined

The Chicago Federation of Labor recently adopted a resolution declaring that if the United States aided the Poles in their contest with the Bolshevists of Russia a conference should be called by the American Federation of Labor to prepare for a general strike.

This resolution was sent to "the officers and members of organized labor." Several central bodies have endorsed the resolution. A circular also has been sent out with a similar purpose by the Seattle Central Labor Council.

As the resolution and circular are directly contrary to the attitude of the American Federation of Labor on Bolshevism and on the Soviet government of Russia, a reply, setting forth the A. F. of L. position on the subject, was sent to the Chicago Federation of Labor by the President of the American Federation of Labor.

Both communications are published herewith.

Chicago Federation of Labor
166 W. Washington St.,
Chicago, Ill., August 25, 1920.

To the Officers and Members of Organized Labor.

Dear Sirs and Brothers: At the regular meeting of the Chicago Federation of Labor held Sunday, August 15, 1920, resolutions were introduced (which are self-explanatory) and unanimously adopted and ordered sent to American Federation of Labor affiliated locals and central bodies, and are as follows:

"Chicago, Ill., August 14, 1920.

Chicago Federation of Labor,
Fraternal Greetings:

Consolidated Lodge No. 113, International Association of Machinists, at its last session held on Friday, August 13, requests your concurrence in the following resolution:

"Whereas, The government of Russia, as organized by its working people, is militarily attacked by the armies of Poland under the guidance and tacit understanding of the Allies; and

Whereas, Russia defended herself against this wanton and uncalled for attack; and

Whereas, Soviet Russia succeeded in defeating this attack and is now engaged in imposing such conditions upon those that have so brutally and violently attacked her that will assure the workingmen's government of Russia safety from future attacks and peace; and

Whereas, The governments of England, France and the United States are endeavoring to start anew a terrible war by insisting that Poland fight on, promising her military aid; and

Whereas, The above named governments are trying to provoke another war under false pretenses with the only object to crush the Soviet government of Russia; and

Whereas, Organized labor of England, France and Italy have informed their respective governments that in case war should be declared against Soviet Russia, they would at once inaugurate a general strike to prevent mobilization and in every way possible paralyze industry and transportation until such time as war against Russia is prevented; therefore, be it

Resolved, That we urge upon the American Federation of Labor to call a general conference of the representatives of all affiliated organizations and those not affiliated but whose sense of justice compels them to encourage and endorse the action taken by the workers of England, France and Italy, with the view of taking such action as will prevent mobilization of military and naval forces to such an extent and period of time as will compel our government to stay its hand against Soviet Russia, should the American government decide on a war against Russia; be it further

Resolved, That this be given such publicity as the Chicago Federation of Labor is in a position to give, and that it be referred to all affiliated organizations and a copy sent to all central bodies in the United States.

Fraternally submitted,
(Signed) H. E. Aldrich, Cor. Secy.,
Consolidated Lodge No. 113,
International Association of Machinists."

Respectfully submitted,
Chicago Federation of Labor,
N. E. Nockels, Secretary.

Washington, D. C., September 27, 1920.

Mr. E. N. Nockels, Secretary,
Chicago Federation of Labor,
166 W. Washington St., Chicago, Ill.

Dear Sir and Brother: Your letter of August 25 received and contents noted. You enclose a resolution adopted by the regular meeting of the Chicago Federation of Labor August 15. The resolution declares that a general strike should be called in the United States if the government aids the Poles in their contest with the bolshevists of Russia. It also contends that the present government of Russia was organized by its working people.

You say call a general strike. Do you know where such authority exists to call a general strike? What body of men or women can assume such autocratic power as to call a general strike? I know that there are a few men here and there so obsessed with egotism and vanity that they believe they have the autocratic power or that some others have the autocratic power to call a general strike. But the American trade union movement founded upon the democratic control of the rank and file —reasonable, thinking men—know that there is no such power lodged anywhere to call a general strike of the working people of the United States.

Undoubtedly those who voted for the resolution are unacquainted with the real situation in Russia. They do not know that the workers of that country, in industry as well as in the army, are subject to military discipline and laws. Permit me to call your attention to several facts that should convince the Chicago Federation of Labor it has acted in this matter without a full knowledge of the situation. Let me quote several of the official documents which prove that the American workmen should oppose Bolshevism to the bitter end for self-preservation.

On March 31, 1920, Trotsky, the Minister of War and Marine of Soviet Russia, made this official statement:

"At the present time the militarization of labor is all the more needed in that we have now come to the mobilization of peasants as the means of solving the problems requiring mass action. We are mobilizing the peasants and forming them into labor detachments which very closely resemble military detachments. Some of our comrades say, however, that even though in the case of the working power of mobilized peasantry it is necessary to apply militarization, a military apparatus need not be created when the question involves skilled labor and industry because there we have professional unions performing the functions of organizing labor. This opinion, however, is erroneous.

"At present it is true that professional unions distribute labor power at the demand of social-economic organizations but what means and methods do they possess for insuring that the workman who is sent to a given factory actually reports at that factory for work.

"We have in the most important branches of our industry more than a million workmen on the lists but not more than 800,000 of them are actually working, and where are the remainder? They have gone to the villages, or to other divisions of industry or into speculation. Among soldiers this is called desertion and in one form or another the measures used to compel soldiers to do their duty should be applied in the field of labor.

"Under a unified system of economy the masses of workmen should be moved about, ordered and sent from place to place in exactly the same manner as soldiers. This is the foundation of the militarization of labor and without this we are unable to speak seriously of any organization of industry on a new basis in the conditions of starvation and dsorganization existing today."

It would not be out of place also to study the following from the Krasnaya Gazeta of April 18, 1920, under the heading "They have Repented":

"Of the workmen employes who were sentenced for striking in the main wagon shops of the Moscow-Kursk Railway, sentenced to deprivation of freedom for various terms, forty-four have sent in petitions asking to be freed.

"These railway men write: 'We will try to raise the productivity of labor as much as we can, and not to practice sabotage and not to carry on agitation against Soviet authority.'

"By order of the highest authority, these have been liberated."

For the further information of the delegates to

the Chicago Federation of Labor I wish to call your attention to the following from the Isvestia (official organ of the All-Russian Central Executive Committee) of December 29, 1919, and headed "The Red Army of Labor":

"Comrade Trotsky has touched on the most important question of labor service and the militia system. The essence of this problem is the following:

"Any socialistic enterprise is a single economic enterprise within the limits of the State, with a single plan of production and distribution, which is guaranteed by 'universal labor service' and presupposes an obligatory 'distribution of the human labor strength between agriculture, manufacturing industry and transportation.'"

In an effort to increase the output of labor and enforce labor discipline a "Commission of Three" was appointed. It consists of representatives from the Moscow Soviet of Deputies, the Moscow Soviet of Trade Unions and the Municipal Soviet of National Economy.

Perhaps it would be enlightening as to the discipline to which the Russian workers are subjected to quote the following from the Moscow Pravada of March 12, 1920, under the heading, "Re-establishment of Labor Discipline":

"Recently, in the fifteenth section of the People's Bank several employes left service of their own account, as a result of which many institutions were unable to receive promptly money to pay the salaries to employes. The 'Commission of Three' arrested part of the employes who had left work and brought them back to work."

As the trade union movement always has fought for a decrease in the hours of work, the following official announcement made in Moscow February 19, 1920, may be of interest to the Chicago Federation of Labor:

"Now is the time for work. The week of the front has caused a longer working day to be introduced throughout Russia. At first a twelve hours' working day was introduced in different towns by the week of the front. Later this measure was introduced in other towns. The disorganized state of the transport demands united work."

These official statements were submitted to the Montreal Convention of the American Federation of Labor, held June 7-19, 1920. Feeling that the American labor movement should take a firm stand on Bolshevism, the convention declared:

"Bolshevism has been a lure for some of our people and its doctrines have been propagated with great vigor. This hideous doctrine has found converts among two classes of people principally—those intellectuals, so-called, who have no occupation save that of following one fad after another, and those so beaten in the game of life, that they find no appeal in anything except the most desperate and illogical schemes. The rank and file of the organized labor movement, as was to have been expected, has given no countenance to the propaganda of Bolshevism, but has, on the contrary, been its most effective opponent in America."

Resolutions also were presented to the convention calling upon Congress and our government to lift the blockade against Russia. The convention adopted the following:

"Resolved, That the American Federation of Labor is not justified in taking any action which could be construed as an assistance to, or approval of, the Soviet government of Russia as long as that government is based upon authority which has not been vested in it by a popular representative national assemblage of the Russian people; or so long as it endeavors to create revolutions in the well-established, civilized nations of the world; or so long as it advocates and applies the militarization of labor and prevents the organizing and functioning of trade unions and the maintenance of a free press and free public assemblage."

Lenine, the autocratic ruler of Russia, declares that all Europe will be Bolshevik within a year. If that be true it will not be long before America will feel the curse of Bolshevism. Does the Chicago Federation of Labor believe that the government of Russia is a good government and that it would be to the interests of the workers of America to have a similar government? The American workmen (and among them are members of unions affiliated with the Chicago Federation of Labor) have been struggling against a bitter crusade to introduce autocracy in industry in America, otherwise involuntary servitude. In Russia the workers are conscripted into the army and then into industry. Collective bargaining is unknown in Soviet Russia. In fact, no bargaining is done, everything is compulsory. The workers must work whether they wish to or not and they must accept wages and working conditions fixed arbitrarily by a military government.

Do you not know that French labor officials declare the world is turning against Bolshevism? They have condemned Lenine's declaration that labor must be revolutionized. The official organ of labor in Paris asks if it is necessary for a labor delegation to visit Russia in order to become convinced of the futility of Bolshevism and adds:

Sig. Argona, Secretary of the Italian General Labor Confederation, talked publicly of the guilt from which he had escaped after his return from Moscow. Senor Pestana, envoy from Spain, has intimated that he was undeceived by the same kind of trip. Both have insisted lately on the necessity of constitutional reform, a mode of action hardly acceptable to the Russian Bolshevists."

Mrs. Philip Snowden, wife of the British trade union official, both of whom have recently returned from Russia, declares that the terrible thing about Lenine's regime is the repression of all liberty, written or verbal, among the working men as well as among the bourgeois. The Paris Temps says that Snowden, an extreme radical in opinion, is turning against Bolshevism.

Permit me also to refer you to the enclosed pamphlet entitled, "The Truth About Soviet Russia and Bolshevism." It contains editorials republished from the American Federationist.

Is it to the interest of American workers that Bolshevism in Russia, supported by less than one-half a million of its population, should be safe-guarded even at the risk and sacrifice of a general strike of America's workers?

Is it conceivable to believe that the workers of America would strike to maintain that government? It can not be possible that a single delegate to the Chicago Federation of Labor is in possession of the real facts concerning Russia and the slavery of its workers maintained by militarism. It would have been better had the Chicago Federation of Labor appointed a committee to investigate what Bolshevism is before passing a resolution of the character it adopted.

A circular was issued, whether by your central body or not, but similar in character to the resolution adopted by the Chicago Federation of Labor and the circulars were sent to the central bodies throughout the United States. From a few points information comes to this office that the circular and resolution have been adopted and quite evidently with as little knowledge of the actual situation on their part os upon the part of the Chicago Federation of Labor.

Evidently "distance lends enchantment to the view" in this matter as in many others, but the American Federation of Labor has direct, absolute, accurate and authentic information regarding conditions with Russia, the militaristic, autocratic and unjust conditions which are being imposed upon the masses of labor of that unhappy country, for the people of which we entertain a deep admiration and for whose emancipation from this autocratic thraldom we most earnestly strive.

I ask in all fairness and in the interests of the men and women of the organized labor movement of Chicago and of the country, that this letter be read in full to the meeting of the Chicago Federation of Labor.

With best wishes, I remain,

Fraternally yours,

(Signed) SAMUEL GOMPERS,
President, American Federation of Labor.

SEAMEN AND THE RED CROSS

"A sailor in Shanghai gave me this card. Is this the place it speaks of where they steer a man to whatever he's looking for?"

The query did not seem at all complicated to the young doctor sitting at the desk on the ground floor office of the Seamen's Service Center, in New York City. And his friendly reception of the aged mariner who presented it seemed all the more homey because of the offices of a small black cat. Evidently considering herself chairman of the Committee of Welcome, pussy jumped down from her perch on the young physician's knee, and rubbed herself intriguingly against the stranger's legs.

"The Seamen's Service Center,
21 Coenties Slip, New York City.
For Merchant Seamen of All
Flags. Open Day and Night."

So read the legend on the address card referred to by the inquirer.

"The fellow that gave me this said you treated him for some kind of disease and gave him enough medicine to last from the time he shipped from New York until he got to the first port where they had a regular specialist in the same line."

"Yes," assented the physician. "We arrange such things. This is not a clinic, —we act as a clearing house to direct applicants to whatever hospital, boarding house, clinic, or other agency he may desire to connect with. But we first give the applicant a physical examination. This is without charge, but is necessary to diagnose the case."

The seaman's face fell, but "Thank you, sir," was all he said, as he turned toward the door.

The black cat clawed playfully at his trouser's leg in the hope of detaining him, but it was the pleasant "Can't we do anything for you, my friend?" that arrested his footsteps on the threshold.

"Well I sort of hoped I might be able to get a shore job for a little while," replied the old seaman apologetically. "You see I've got to be a witness in an admiralty suit, and I can't afford to loaf. But it's all right, I'll probably land somewhere through the want ads."

"You come down here tomorrow morning at 9 o'clock and I think you can get something right away. We have a very good free employment bureau. Just a few minutes ago a man called up and said he wanted a few hands on one of the harbor excursion boats. But though the Seamen's Service Center is open day and night, and a man can get a physical examination here up to 10 p. m., there is nothing to be gained by keeping the employment department open after the business day is over, so that is open from 9 to 5."

The sailor's face was beaming. "Why thank you, doctor. That harbor boat job would fit me to a T. I'll be back in the morning."

"Have you found a good boarding house?" inquired the physician. "We have some good, clean, reasonable priced houses on our list of investigated boarding houses for seamen. And another thing, about that law suit. We take care of legal matters as well as medical and civil cases.

"Any time some unscrupulous person tries to collect a fee from you for taking on what you think is a case you come in and see us. We'll look into the matter for you, and advise you without cost."

"To tell the truth," confessed the seaman, "I did have some kind of a lawsuit I was calculating to bring, but if you say so I'll step in tomorrow and talk it over. The fellow in Shanghai said I could depend on the folks here to see me through in anything I wanted to know or have done. And say, doctor, is the American Red Cross behind this here Center?"

"It is," the doctor admitted the soft impeachment. "Co-operating with the United States Public Health Service the Red Cross is going to try to make life ashore safer, healthier, and infinitely more pleasant socially, for the merchant seaman. All sorts of good things are coming his way as soon as the dollar memberships begin to come in from the Fourth Annual Roll Call, from November 11 to November 25. Our ultimate goal is to have a Seamen's Service Center in every port of the world."

The old man had been fishing through his pockets, and with characteristic sailor generosity now laid a five dollar bill on the doctor's desk.

"Doctor," he said, "You take that five spot and buy me five memberships when the Roll Call begins. The American Red Cross is all right!"—Contributed by the Publicity Department of the American Red Cross.

Demand the Union Label.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Alabama Coal Men Use Blacklist Lash.

The bull whip that swung across the backs of Southern slaves sixty years ago has been replaced by the blacklist lash in the hands of Alabama coal owners against striking employes who are demanding a living wage.

The coal owners have refused to accept the award made by the bituminous coal commission, appointed by the President last fall when the nation-wide strike of miners was called off.

The miners are in possession of letters and notices issued by the Tennessee Coal, Iron and Railroad Company, a steel trust unit, which shows that many workers are blacklisted and are forever barred from re-employment by this concern. In one list in possession of the strikers, names of over half a hundred men are given as "permanently dismissed for agitation."

Other lists include those who are "undesirables" and who are charged with "enticing labor from this district."

That the mine owners are fearful of the effect on them if this slave practice is generally known is indicated by instructions by J. L. McClaren, employment officer, to all employment clerks, that hereafter the reason for a man's discharge must not be stated in the files. "We want to do away with this," writes McClaren.

As an aid to this blacklist system, the coal owners have established a peonage system and armed guards prevent miners from leaving many camps. The miners show passes that are issued to them, in support of their peonage charge.

Behind the blacklist lash and the peonage system is General Steiner and his State troops to enforce the military order against assemblage in the coal district to protest against these outrages or to discuss the miners' wrongs. The strikers demand that General Steiner be as vigilant in disarming company thugs as he is in searching for arms among the strikers. As an added restriction the miners are forbidden to march on the public highways.

Despite every denial of constitutional guaranties, the miners refuse to go back to the mines under former conditions. Every attempt to incite them has failed, and they are joining the union in large numbers.

Railroads Cost More.

Six months of private ownership of the railroads cost the taxpayers of the country more than two-thirds as much as the two years and two months of Federal control, said Robert W. Woolley, Interstate Commerce Commissioner, in an address before an association of Chicago business men.

"Two years and two months of Federal control cost the taxpayers $902,000,000, according to latest returns," said the speaker. "Assuming that the Interstate Commerce Commission, in the final accounting, will allow all the maintenance charges reported by the railroads in the period from March 1 to September 1, only six months of private ownership cost the taxpayers $634,000,000. That is the deficit in round numbers."

Under the Cummins-Esch law the Government must meet all expenses of the railroads for six months from March 1, the date the act became effective.

The railroads are preparing their claims to meet the first six months of private operation and many of them have asked the Comptroller of the Treasury to pay some of this money "on account" until they present final statements. The Treasury official refuses to pay any money until the statements are presented.

Co-Operation Urged.

The Co-operative Union of Canada has issued this appeal to Canadian citizens:

"Having relied upon others in vain, including governments and public authorities generally, to reduce the cost of living, why not rely upon yourselves by self-help in association with your neighbors in the organization of co-operative societies?

"There can be no profiteering where the people control and direct by democratic vote their own institutions in the purchase and distribution of the necessities of life and divide the surplus, or profit, made in proportion to purchases.

"Self-help in mutual association is the basic and central principle of the whole movement. It was the one which distinguished the successful activities of the world-famous Rochdale pioneers from their unsuccessful and paternalistic predecessors. It provides opportunities for the cultivation of the latent talents and the employment of the associated energies of the masses for mutual service in the production, as well as the wholesale and retail distribution, of the necessaries of life."

Mexicans Nonpartisan.

The Mexican people are no longer interested in the fancies and distractions of political parties, says R. P. De Negri, Mexican Consul-General in New York, writing in the "Mexican Review."

"The Mexican people live in an age of grim reality and are demanding just, rational and tangible remedies for the problems confronting them. It is no longer enough that a government shall dignifiedly confine its activities to the maintenance of the status quo. It must search out and lead in those movements which will promote the continued economic betterment of the majority of the people. Those who for their own egotistic advantage stand in the way of such achievement have yet to learn from the lessons of sad experience writ large in the recent history of the world."

Organized Workers Lead.

"The present agitation against the Japanese once more forcefully illustrates the fact that nothing is ever done for labor unless it is done by labor," says the Los Angeles Citizen.

"Years ago the trade unionists of San Francisco, operating through the Asiatic Exclusion League, started the agitation

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan, F. Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbodgade, 15 Kobenhavn.
Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.
Dansk So-Restaurations Forening, Y. Strandstrade 20, Cobenhavn.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

AUSTRIA

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marcellino 6-2, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de Sâo Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

According to an Associated Press cable from Manila, trade unionists in the Philippines are organizing a campaign against proposed legislation to admit Japs and other Oriental laborers to these islands. The Filipino workers will have four-minute speakers make addresses wherever crowds gather to voice opposition to new Oriental immigration.

Thousands of street cleaners of Bombay have gone on strike for higher wages and shorter hours. At present a street cleaner receives Rs. 18 ($6.00) a month. They are demanding Rs. 25 ($8.32). They are also demanding one day's leave, with pay, besides Sundays, and full pay for the period of strike. It is predicted in well-informed circles in the city that the British Raj will soon have to bow low before the sweepers of Bombay, who are standing adament in their demands.

The Melbourne Trades and Labor Council is taking steps to establish what will be known as a "union's strike fund." The purpose is to help unionists who have been compelled to strike to secure justice, it being agreed that whatever union strikes to secure better conditions, all other unions are indirectly benefited. It is planned to raise $250,000 as a fund to start with. The Australian workers are beginning to realize that the old method of trying to starve out the boss by first starving themselves is not much use, and that financial assistance is needed before strikes can be thought of in the future.

Australian unions are organizing to make the 44-hour week universal. Already many unions are working under the 44-hour week, and it is thought that with a little close organizing it can be brought into operation for all unions. It is claimed that this is the only solution for the growing unemployment that has arisen because of the reconstruction after the war, and the closing down of many activities that existed while the war was on. The 44-hours are to be worked on five days of the week—from Monday to Friday, inclusive, leaving Saturday and Sunday as free days.

In response to numerous communications, the Friends of Freedom for India has compiled the following figures showing the tremendous growth of the co-operative movement in India: In the Bombay Presidency in 1907 there were seventy such societies, with capital of $50,000; in 1909, 209 societies, with a capital of $242,000; in 1916, 992 societies, with a capital of $3,235,000, and in 1919 there were 2083 societies, with a capital of $6,700,000. In the Madras Presidency in 1905 there were only 27 societies, with 2733 members and $35,883 in capital; in 1914-15 there were 1446 societies, 90,088 members and $2,151,862 in capital. In this year the Punjab had 3267 societies, with 154,065 members and $4,557,577 in capital. In 1914-15 there were all over India 16,295 co-operative societies, with 761,935 members, with a share capital of $4,372,-495. Deposits from members amounted to $3,833,160. During this year loans were issued to 2,613,994 members and other societies. In 1905-6, the first year of this movement, there were only 283 societies, 28,629 members, share capital of $43,735 and deposits of $41,310, and 22,670 members and other societies received loans.

REMOVAL and REDUCTION SALE

GREATEST IN THE HISTORY OF SAN FRANCISCO'S WATERFRONT

Our Store Will Be Moved to

37 MARKET STREET

Corner of Steuart on or About December 10, 1920

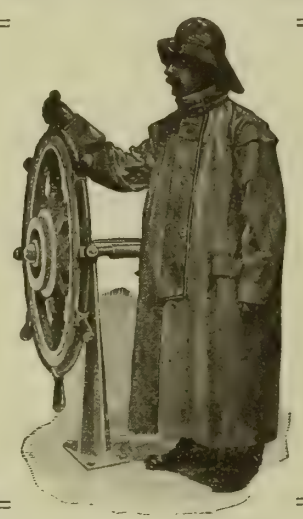
Commencing Nov. 10, We Will Offer For Sale

Can't Bustem and Headlight

Union-Made Waist Overalls, each	$1.50
Bib Overalls	2.00
Blue or Khaki Boiler Suits	3.75
Argonaut Union-Made Double-back Hickory Shirts	1.50
Blue Chambray Shirts	.90
Khaki Pants	2.50
Chalmers Heavy Cotton Ribbed Union Suits	2.00

ARGONAUT UNION-MADE HEAVY WOOL FLANNEL SHIRTS—BLUE, GRAY, OR BROWN, $3.50

MACARTHUR'S NAVIGATION LAWS
CAPT. CUGLE'S BOOK ON NAVIGATION



FREE INFORMATION OF THE MOVEMENTS OF ALL VESSELS UNDER EVERY FLAG

Lawrence Balbriggan Underwear, Ankle-Length Drawers and Half Sleeve Undershirts, each $ .75
Heavy Wool Underwear, per garment 1.75
Sweater Neck Navy Undershirts 40c and .65
Cotton Socks 15c and Heavy Wool Socks 40c to .90
Regular $3 Dress Shirts for 1.50
Brown Flannel Shirts 1.75

Nautical Instruments and Uniforms

SUITS, OVERCOATS, HATS AND SHOES IN PROPORTION

CAN'T BUST'EM UNION-MADE CORDUROY PANTS, REGULAR $6.50 AND $7.50 VARIETY, NOW FOR SALE AT $4.75

A visit to this store will convince you.

CAPTAIN CHAS. J. SWANSON

36 Steuart Street, near Market

In the Southern Pacific Building
SAN FRANCISCO, CALIFORNIA
Telephone Douglas 1082

INFORMATION WANTED.

Members of the crew of the S. S. "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members, and the respective amounts due thereon is as follows:

Amudsen, R. $22.50
Mattson, Geo. J. 22.50

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Sutter 4673. Residence Phone Prospect 2908.

INFORMATION WANTED.

Chas. T. Smith, Roy Dresser, Joe Ban, Autti Hanks, Thos. Wolstenholme, Chas. Fraser, W. B. Pierce, Karl Olson, William Holmes kindly communicate with John T. Smith, Room 411, 112 Market St., San Francisco. 10-6-20

Crew of the S. S. "Wasco," which signed on at New York March 19th and were discharged and arrested at the Cape Verde Islands about October 19th, will be good enough to report or communicate with the undersigned. The trial of some of the crew will come up shortly and I should like to join as many of the crew as possible in their action.—S. B. Axtell, New York, N. Y. 8-4-20

SEAMEN'S FREE READING ROOM

A PLEASANT PLACE FOR ALL SEAMEN WHILE IN PHILADELPHIA. NO BOARDING OR SHIPPING. NOTHING TO SELL.
332 SOUTH FRONT ST., PHILADELPHIA.
B. SIMONSEN DR. H. P. McHENRY

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Established 1904
For the BEST there is in TAILORING Less the Fancy Prices
NOTE—S. G. Swanson is not connected with any dye works and has no solicitors.
Clothes Made Also From Your Own Cloth
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San Pedro, Los Angeles Waterfront, Cal.

Navigation School
License Guaranteed or Fee Refunded.
Mates' Courses, $55.00
WRITE FOR CIRCULAR
Sextants, best makes, from $117.50; Octants, $72.50; Marine Night Glasses from $27.50—Best Makes.
CAPTAIN PENNRICH
36 Garden Place, Brooklyn, N. Y.
Near Borough Hall Sub. Station

EUREKA, CAL.
— For —
A GOOD CUP OF COFFEE
— or —
A SQUARE MEAL
— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

Sailors' Outfitter
BENJAMIN'S
The Old Reliable
CLOTHING, SHOES, HATS, RUBBER AND OIL CLOTHING
207 Second Street Eureka, Cal.
E. BENJAMIN, Prop.

You Want the Truth

This year there will be stirring times in the Nation. Under government censorship it is increasingly difficult for the average man to get the real meaning of the social and political movements of the day.

LA FOLLETTE'S MAGAZINE

will be specially represented at Washington and will analyze and present the news from the capital truthfully and fairly. Senator La Follette is making a real fight to lift some of the tax burdens from the common people and place them where they belong—on excess profits, war profits and surplus fortunes and incomes. Because of this he is being attacked more bitterly than any other man in public life.

Send in your order today.

$1.00 Per Year—Agents Wanted
La Follette's Magazine, Madison, Wis.

INFORMATION WANTED.

Arturo Longueira, age 18, who mysteriously disappeared at South Ferry, New York, on August 25th, or any one knowing his whereabouts, will please communicate with Secretary, Marine Firemen's Union, 70 South St., New York City. 10-20-20

AXTELL'S BOOK

"Rights and Duties of Merchant Seamen" for the use of seamen and officers, just out. Copies may be obtained by addressing

RIGHTS & DUTIES OF SEAMEN PUBLISHING COMPANY,
9 State Street, New York City.
$1.00 Per Copy.

To Scandinavian Sailors:

Inheritances collected Money forwarded to all places in Sweden, Norway, and Denmark to banks or private persons at lowest rates. Full guarantee.

LEONARD GEORGES,
General Passenger Agent Swedish-American Line, 268 Market St.

Pacific Coast Marine

Approximately 3,000,000 pounds of frozen fish stored at the Seattle port commission's Spokane street terminal, established a high record this year over all previous years. Movement to Eastern points has also broken records.

Captain W. W. Gilmer, deposed Naval Governor of Guam, has been named president of the general court-martial board at the North Island naval aid station, it was announced by Rear Admiral Roger Welles, commandant of the San Diego naval base.

Work was started on the construction of the first group of six permanent buildings for the two-million-dollar naval hospital at Balboa Park, San Diego. The contract for these buildings was awarded recently by the Bureau of Yards and Docks, Navy Department, to the W. E. Kier Construction Company of this city. The contract price of the six buildings was $707,350.

During the month of October nine vessels, with a total tonnage of 34,075 tons, entered at the custom house at Astoria, Or., from foreign ports. Sixteen vessels, with a tonnage of 41,608 tons, cleared for foreign ports. Seventy-nine vessels, with a tonnage of 130,154 tons, entered in the coastwise trade, while seventy-seven vessels with a tonnage of 33,486 tons sailed for domestic ports.

Application has been made by the Robert Dollar Steamship Company to the Shipping Board for the freighter "West Harts," which has been under their operation in the trans-Pacific, to be placed on their service between this port and New York. Should the Board sanction the petition the company will operate the craft in conjunction with the steamer "Stanley Dollar" on the run from this port to New York.

Savannah has been added as a port of call for vessels of the Pacific Mail in their service between San Francisco and Baltimore, according to word received here recently from Horace W. Cross of the traffic department of the company. The terminals of the Central of Georgia Railway will be used by the steamship line. All vessels of the Pacific Mail in the run from here to Baltimore will call at the Georgia port.

That the Admiral Line intends to maintain four vessels on its Portland-Oriental service is evidenced in a report received in San Francisco Saturday. The Shipping Board vessel "Montague" has been assigned to this service, and will sail for the Orient with a general cargo November 15. Other steamers on this run are the "Abercos," "Coaxet" and "Pawlet." North China, Japan and the Philippine Islands are included in the ports of call.

Twenty-three vessels cleared foreign from Portland during the month of October. Of these, twelve were American steamships, four American sailing craft, four British steamships, one Dutch steamship, one Danish motorship and one French bark. Most of the vessels cleared for the United Kingdom. The steamship "Wawalona" cleared for Cadiz in Spain, the "Waban" for Callao and the "Wm. H. Talbot" for Mollendo. With the exception of the schooner "Florence Olsen," for Santo Domingo, the others went to the Orient.

Reports from London stated that the bark "Harvard" had put into the port of Papeete, Tahiti, with serious leaks. The "Harvard" was bound with cargo for Valparaiso, leaving Sydney, Australia, September 16. According to the report received at the marine exchange of the Chamber of Commerce, the "Harvard" is in a serious condition. A severe gale encountered a few days before Papeete was reached was responsible for the damage. Departure for the South American port will be delayed until full repairs have been made.

J. O. Davis, Collector of Customs at San Francisco, is in receipt of a communication from the Commissioner of Navigation, stating that the British Board of Trade has decided to withdraw all concessions in connection with the carrying of timber deck loads to the United Kingdom, which were made during the war and allowed during the winters of 1919-1920. The message states that the enforcement will be made of section 10 of the British Merchant Shipping Act of 1906, and the regulations made thereunder will be in force during the coming winter.

A curious phenomenon is being witnessed by divers who are working on the wreck of the steamer "Prince Rupert." The ship was beached at Swanson Bay and a cofferdam is being constructed around her before she can be refloated. She is within a few hundred yards of a pulp mill where quantities of sulphuric acid are being used to bleach out paper and pulp. The residue from this acid is discharged into the sea. Though the resulting mixture is perhaps a million of water to one of acid, yet brass work and polished steel in the ship are rapidly corroded on the surface by the action of the acid. No permanent damage is expected to result, though a very troublesome rust is now taking hold of the metal. The salvage work generally is getting along well, but it is realized that refloating and refitting the vessel, being done by the Pacific Salvage Company, will be an all-winter's job.

Statistics compiled by the Seattle port warden's office indicate that the revival of the intercoastal trade via the Panama Canal is beginning to have a tremendous effect on the domestic commerce of the Pacific Coast. In the case of Seattle alone, as set forth by the port warden's figures, domestic cargoes in June, July, August and September, this year, increased 183,167 tons as compared with the same period in 1919. The tonnage for the four months this year totataled 1,497,154 as against 1,313,987 for the same period last year. Virtually all the gain is credited to the revived intercoastal service. The same ratio of increase holds good for San Francisco and other coast ports sharing in the new intercoastal trade. From now on an even greater average monthly increase is expected than during the period mentioned, due to the influx of more vessels.

Sixty-four bottoms is the grand total of the fleet of the Washington Tug and Barge Company of Seattle since the company placed in commission its new towboats, the "Wasp," "Hornet" and "Bee." The new tugs are Diesel-powered, sixty feet long, with a beam of sixteen feet and a depth of seven feet. These vessels going into service strengthened the company's fleet into one of the biggest on the Pacific Coast, comprising fourteen tugs, eight ocean-going barges and forty-two barges and scows for inland waters. The three new tugs were all built under the supervision of Capt. J. C. Brownfield in Seattle. He is general manager of the company. The "Wasp" and "Hornet" are products of the Marine Iron Works, West Seattle, while the "Bee" was built in the company's own plant in the East Waterway.

The San Diego power schooner "Newark," that stranded on San Carlos Point, Lower California, October 14, is being pounded into driftwood by the heavy southwest swells prevailing off the lower coast, according to A. E. Sherry, former engineer of the illfated craft, who arrived in San Diego on the power schooner "Rex." Sherry said that huge foam-crested combers smashed against the "Newark's" sides, caving them in and forcing the large blocks of onyx stowed in the hold upward through the hatches. The jagged rocks on which the schooner stranded have pierced the hull, and Sherry believes it is only the question of a few days before the beach will be strewn with the "Newark's" wreckage. A large part of the running rigging, including blocks and tackle, were salved by Sherry and two other members of the "Newark's" crew before the high seas began running. This gear will be brought to San Diego on the schooner "Jennie Griffin."

The report that the Norway-Pacific Co. of Everett, Wash., had received a contract from Norwegian sources for six 12,000-ton deadweight tankers has not aroused much enthusiasm in shipbuilding circles for the reason that not so very long ago the same concern was reported to have booked an order for an even larger batch of such boats. It is now said that the company will deliver the first ship under the contract in August next year and the last one in 1922. If it does so with its present equipment, which is limited to but a single building berth, the company will have accomplished something unique in the history of shipbuilding. According to report, the construction of the Everett shipyard involved the Norwegian capitalists interested therein in a tremendous outlay, considering the size of the plant and it is generally believed that the tankers now reported as about to be built will be constructed on account of the owners of the yard.

Four freighters of the United States Shipping Board are to be laid up at San Francisco. The vessels are the "Mursa," 4386 tons; "Janelew," 4391 tons; "Eastern Gale," 2872 tons, and the "Mohinkia," 3782 tons. It was decided to tie the vessels up indefinitely, following the return of the last two vessels by the Matson Navigation Company to the Government. The other two crafts were ordered laid up following their completion by the Moore yards. Overberthing of tonnage on trade routes and the slump in the freight markets of the world will result in the withdrawal of other freighters plying out of San Francisco, according to operators. San Francisco was the last of the seaports of the world to be forced to withdraw freighters from service. Throughout the world months ago vessels were ordered withdrawn. There are more than 200 vesesls, most of them Shipping Board craft, tied up in East Coast ports. Other ports of the Pacific, months ago, were forced to withdraw vessels plying out to the Orient on account of the freight slump.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco. Phone Kearny 1830.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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49 Market Street

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(Continued on Page 11)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES LABOR COUNCIL SAN FRANCISCO

WEDNESDAY, NOVEMBER 10, 1920.

LAW AND ORDER

An organizer for the International Timber Workers' Union was literally run out of Susanville, California, recently for no apparent reason except that he was not wanted there by the Westwood Lumber Company. The running out was done with the assistance, or at least with the connivance of sworn officers of the law. It is the old story of men who talk much about law and order but who by their very action create disrespect and contempt for authority.

Susanville is a village situated in a lumber district controlled by the Westwood Lumber Company. In several of these California lumber towns, where labor is unorganized, there are signs with this inscription:

"This street and all others in this town are private property. The right to use them is revocable at any time."

In Susanville wages are exceptionally law, and the 10-hour day still prevails. Room rents range from $1.25 to $1.75 a day and from $2 to $3.50 a day in the hotel. Living costs are higher than in almost any other section of the State, and in the mills there is a labor turnover of 75 per cent.

Naturally an active organizer would find ready response to the hopes for improvement always held out by unionism. No one knew this better than the little Czar of the lumber company. And, therefore, this organizer was arrested by an "officer of the law" with the results stated.

It is a sad commentary on "law and order" when officials entrusted with the enforcemnet of law themselves become the principal violators of law. But that is just what transpired at Susanville.

To be sure organized labor cannot be seriously hurt, much less destroyed, by lawlessness. The real sufferer is organized government and the free institutions which distinguish America from so many countries on earth.

The record of trade unionism shows that, after all, man was not made to mourn.

PAPER VS. LUMBER.

One of the reasons for the high cost of paper may be hidden in this press item:

Montreal, Quebec, Nov. 1.—Total profits of the Spanish River pulp and paper mills equaled 22½ per cent. on its common stock, last fiscal year, it is announced. This profit was made after liberal allowance for depreciation and all other charges, including royal salaries to managers, were met.

The cost of the paper used in publishing the JOURNAL was from 4½ to 5 cents per pound just before the war. Today it is 22¾ cents per pound.

Of course there are other reasons for the high cost of paper.

In response to a Senate resolution, the United States Forest Service has recently studied the situation. It was found that high prices of lumber paper, turpentine and other forest products, not to mention lumber, have seriously affected many industries and in various ways have imposed formidable burdens on the public. House building has been checked, farm development and upkeep hampered, and cost of furniture, vehicles, tool handles, agricultural implements and other articles heavily increased. The pulpwood and paper industry is in straits for raw material from the forests.

"Depletion of timber supplies in the eastern part of the United States has reached the point," says a Forest Service bulletin, "at which Eastern and even Southern markets are being invaded by West Coast lumber, hitherto barred by the high cost of transportation."

The timber of the country as a whole is being used and destroyed four times as fast as new timber is growing, and the saw timber, the most valuable and most needed part of the stand, is being cut five and a half times as fast as it is produced. More than 80,000,000 acres of land that should be growing timber is unproductive waste, much more is only partially productive, and fires are steadily causing further deterioration.

The new study of the situation made by Forest Service contains many facts never before brought out, regarding both individual industries and conditions in individual States and regions. It discusses also the relation between forest depletion and lumber prices, depletion and exports, and concentration in timber ownership, manufacture and marketing.

Finally, a program is outlined for bringing about a fundamental and permanent change in the situation. Timber in large quantities will always be an economic necessity, and we must prepare to grow it. The measures required for this are outlined in full in two Forest Service publications just issued. One of these is the complete text of the report on Senate Resolution 311, and is entitled "Timber Depletion, Lumber Prices, Lumber Exports, and Concentration of Timber Ownership." It is sold, price 25 cents per copy (stamps not accepted), by Superintendent of Public Documents, Government Printing Office, Washington, D. C. The second publication is U. S. Department of Agriculture Circular 112, "Timber Depletion and the Answer." This is a summary of the report, and will be sent free, on request, by Department of Agriculture

WARS AND TAXES.

Talk about disarmament!

Data compiled by the United States Bureau of Standards show that 93 cents out of every dollar of Uncle Sam's money this year goes for war, past, present or to come.

Only one cent out of every dollar goes for education and the improvement of the public health.

Copies of this remarkable analysis of our national budget may be secured on application to Dr. E. B. Rosa, United States Bureau of Standards, Washington, D. C.

Whereas the cities spend an average of $6 per capita for education per year, and the States and private agencies about $3 per year per capita for education, Uncle Sam with his huge billions only spends 6 cents per capita for education,—and some of that goes to the "land grant" colleges for military drill!

Without anybody in the country realizing it, your Uncle seems to have become obsessed with militarism to the exclusion of the normal, balanced interests of government. Of course the truth is merely that the army and navy have developed a "technique" for extracting from Congress huge appropriations whereas the other departments have not.

According to the analysis quoted above, the national government is levying a tax of $50 this year upon every man, woman and child in the United States, and of this amount $46.50 goes for war and militarism.

Now on top of it comes our own Congressman Julius Kahn of San Francisco and genially proposes a system of universal military training which will cost the country, according to Congressman Mondell, the Republican floor leader and watchdog of the Treasury, in the neighborhood of one billion dollars a year!

A MID-PACIFIC WEATHER BUREAU.

Plans have been completed for the installation of a weather bureau on Midway Island, the British cable station. This island, as its name indicates, lies about midway between the Pacific Coast and the Orient, at a spot some 1,100 miles northwest of Honolulu. It was once a bleak, sandy atoll, visited only by seabirds, but the Commercial Pacific Cable Company has expended a deal of money to make it habitable, until now it blooms like a tropical oasis in the watery waste surrounding it.

When the weather bureau has been duly installed, trained meteorological experts will make daily observations of the weather conditions. Data will be collected on the tides, currents, temperature of the water, and related phenomena. The information thus obtained will be cabled daily, or as often as may be necessary, to Honolulu, Pacific Coast ports, and the leading ports in the Orient, for comparison and compilation. In this way a scientific system of transpacific weather observations will be worked out that will enable the weather sharps to make correct forecasts of typhoons and other disturbances, and send timely warnings to shipping. Ships at sea will be notified by wireless, giving details of the oncoming blow, such as its location, probable velocity, direction in

which it moves, etc. The ships, in turn, will co-operate with the weather bureau by sending in correct reports of the weather conditions in their locality. Warnings will also be sent by the bureau to inhabited stretches of low-lying, exposed coast lands of approaching tidal waves.

That the weather bureau on Midway Island will be of great value to shipping is a certainty. There is a stretch of more than 3,000 miles in the Western Pacific ocean where, at present, little definite information on weather conditions can be obtained. Yet it is in this region where the typhoon has its habitat. The only warning mariners now receive of its coming is afforded by the barometer and a certain threatening appearance of the sky. How inadequate these warnings are is shown by the frequency with which ships are caught and damaged in typhoons, to say nothing of those that founder.

JAPANESE IN CALIFORNIA

By a three-to-one vote the people of California have adopted a new anti-alien land law, aimed in particular at the Japanese. Under the terms of the old law, land owning by aliens not eligible to citizenship is prohibited, and the leasing of land to such people limited to three years. Under the new law leasing is stopped entirely. Several other minor changes are made in the old law, but in the main the vote cast for this Initiative is California's answer to a very pointed problem—namely, the gradual withdrawal of the white American agriculturist when confronted with Japanese competition.

The following quotations from a recent report on the subject by the State Board of Control tells the story:

It is interesting to note that in some of the richest counties of the State, Orientals occupy a total acreage ranging from 50 per cent. to 75 per cent. of the total irrigated area; notably, San Joaquin County, with a total of 130,000 irrigated acres with Orientals occupying 95,829 acres; Colusa, with a total of 70,000 acres, with Orientals occupying 51,105 acres; Placer County, with 19,000 total, Orientals occupying 16,321 acres; and Sacramento County, 80,000, Orientals ocupying 64,880.

Having these, and a mass of similar facts and figures at their disposal, the people of California voted to preserve the Golden State as a heritage to the white race. For, it should be known that in California agriculture is "the" basic industry, leading all other industries in value of production by $500,000,000 annually.

The solemn referendum on "going in" or "staying out" of the League of Nations was a rather conclusive affair as far as the so-called Wilson League is concerned. Nevertheless, the Wilson League by no means ceases to exist just because America refuses to "go in." The League of Nations is a going concern with twenty-six members. That it is actually functioning will be noted by a perusal of the article upon the question printed in another column of this issue. But without the United States and Russia, not to mention the defeated empires of Central Europe, the League can never be successful. President Wilson's confident but sadly mistaken assumption that the American people were back of him and his League is destined to become one of the great emotional tragedies recorded in history.

LEAGUE OF NATIONS AT WORK

Third International Labor Conference Scheduled To Be Held at Geneva, Switzerland, in April 1921.

The third meeting of the general conference of the International Labor Organization, functioning under the auspices of the League of Nations, will convene at Geneva on April 4, 1921, according to advices received from M. Albert Thomas, Director of International Labor Office.

The preparation of the Agenda has been completed by the International Labor Office and a questionnaire has been sent to the governments of the members as well as to representative employers' and workers' organizations.

As soon as replies to this questionnaire have been received, the Office will prepare preliminary reports on each item of the Agenda for use of the delegates and their advisers at the conference.

The Agenda for the third International Labor Conference adopted by the governing body, is as follows:

1. Reform of constitution of the Governing Body of the International Labor Office.
2. Agricultural questions:
   (a) The adaptation of the Washington decisions to agricultural labor:
      I. Regulation of the hours of work.
      II. Measures for the prevention of or providing against unemployment.
      III. The protection of women and children.
   (b) Technical agricultural education.
   (c) Living-on conditions of agricultural workers.
   (d) Guarantee of the rights of association and combination.
   (e) Protection against accident, sickness, invalidity and old age.
3. (a) Disinfection of wool infected with anthrax spores.
   (b) Prohibition of the use of white lead in painting.
4. The weekly rest day in industrial and commercial employment.
5. (a) The prohibition of the employment of any person under the age of 18 years as trimmer or stoker.
   (b) Compulsory medical examination of all children employed on board ship.

The Director of the International Labor Office has dispatched to the governments of the members, the following letter convening the conference and communicating the Agenda to the delegates:

League of Nations
International Labor Office

Sir:

I have the honor to communicate to you herewith the Agenda of the third meeting of the General Conference of the International Labor Organization which is to be held at Geneva on April 4, 1921.

The three first items of the Agenda were inscribed by the Governing Body of the International Labor Office during its session held in London, March 22-25, 1920. The fourth item was added during the session of the Governing Body held at Genoa, June 8-9, 1920. The fifth item was inscribed on the Agenda in accordance with paragraph 3 of Article 4-2 of the Treaty of Peace, as the result of a decision taken by the General Conference, which, during its second meeting at Genoa, June 15 to July 10, 1920, approved of the insertion of this item in the Agenda during its sitting of June 29, 1920, by a majority of 70 votes to 10 in the case of paragraph (a) and of 78 votes to 2 in the case of paragraph (b).

These five items compose the actual Agenda to which apply the various articles of the Treaty of Peace. There will also be laid before the Conference a report of the Chairman of the Governing Body dealing with the work of the International Labor Office from the time of its creation after the Washington Conference, and a report of the Director of the International Labor Office dealing with the application of the Draft Conventions and Recommendations adopted by the Washington Conference. The Conference will also be furnished with a report from the International Commission on Emigration set up by the Governing Body in conformity with a resolution adopted by the Washington Conference.

In accordance with the Treaty of Peace, each of the Members of the International Organization of Labor has the right to be represented at the General Conference by four Delegates, of whom two shall be Government Delegates and the other two shall represent the Employers and Workers respectively. Each Delegate may be accompanied by two Advisers for each of the items of the Agenda. The provisions of Article 389 of the Treaty of Peace lay down that the non-Government Delegates and Advisers are to be nominated in agreement with the industrial organizations which are most representative in each country of the Employers and Workers respectively. The same article provides that when questions particularly affecting women are to come up for discussion at the Conference, as is the case for the Geneva

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Nov. 8, 1920.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping medium; members ashore plentiful.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.
This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

Vancouver, B. C., Nov. 1, 1920.
Shipping very dull; prospects uncertain.

R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Nov. 1, 1920.
Shipping dull.

H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Nov. 1, 1920.
Shipping dull.

P. B. GILL, Agent.
84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Nov. 1, 1920.
Shipping medium; prospects uncertain.

CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Nov. 1, 1920.
Shipping dull; prospects uncertain.

JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Nov. 1, 1920.
Shipping dull; members ashore plentiful.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Oct. 25, 1920.
Shipping slack; prospects uncertain.

JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Nov. 4, 1920.
Secretary reported shipping slow; some members ashore. Balloting for officers for ensuing term and delegates to I. S. U. of A. Convention was proceeded with.

EUGENE BURKE,
Secretary pro tem.

No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Oct. 27, 1920.
Shipping slow; some members ashore.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock. Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Oct. 27, 1920.
No meeting; shipping good; no members ashore.

JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Malte Wm. G. Trabaudt, No. 1007, a native of Germany, age 23. Died at Port Ludlow, Wash., September, 1919.

The steam schooner "Pacific," third of the vessels to be completed with machinery installed at the Kruse & Banks Shipyard at Coos Bay, which was put to her trial tests recently, is now taking on nearly two-thirds of a million feet of lumber for foreign delivery. The remainder of the cargo will be taken at Portland before the craft leaves for South America. The American Bureau of Shipping has given the three steam schooners finished at Coos Bay the highest rating in their class, a matter of real commercial significance.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

THE SORROWS OF SEAMEN.

For some time past we have purposely refrained from publicly recording the frightful accidents sustained by unfortunate seamen in the course of their ordinary employment on shipboard, nearly all of them directly traceable to defective gear, failure to supply suitable preventives or gross carelessness and gross indifference on the part of hoggish shipowners.

Since writing up the revolting details of Comrade John Swanson's terrible ordeal in a life-and-death tussle with a windlass on the steamship "Bellbrook," and his subsequent sufferings, maltreatment and harrowing experiences, we have been training our pen to portray other topics and leave the bone-breaking, soul-wracking, blood-curdling subjects out, in deference to the feelings of our readers as well as our own.

But the hideous reports and excruciating details of such dreadful happenings continue to pour in with such alarming frequency and regular increase that we feel that longer silence on our part would be taken by our fellow-seamen to indicate an attitude of cold indifference and callous disregard of appalling dangers and direful injuries to which seamen are being constantly exposed.

For a long time the heartless shipmongers were able to shift their responsibilities in such instances upon the rule of fellow servants, contributory negligence, imperceptible defects and the acts of God. But since Congress has wisely revoked the ancient legal subterfuges, and God can no longer be blasphemously charged with the deed of the devil, the crafty shipowners are now to insure their purses against litigation to assess damages for seamen crippled, maimed or murdered through their criminal carelessness and brutal neglect. Of course it is cheaper for the shipowner to pay insurance than to be mulcted in damages. It is likewise more dangerous for the seamen; for the shipowner having succeeded in transfering his own burden of guilt on to the shoulders of one of the keenly competing insurance gougers, becomes himself financially immune from prosecution or damages and is blithely unconcerned as to accidents to seamen.

But now, as we are about to disclose, the enterprising and astute shipowners have hatched up another plan to protect them against damage suits in certain classes of crimes.

Whenever an injured seaman happens to be an alien born, no matter how long or how faithfully he may have served in the American merchant marine, the cheapest, surest and safest way to dispose of him and avoid mulcting is to have him deported. Whenever the immigration officials can be persuaded that because of the effects of his injury or crippled condition, the victim of their grasping enterprise is no longer seaworthy, is therefore likely to become a public charge, and should be deported, the rest is easy and uninteresting unless—— In a few cases of record recently brought to our attention by Attorney Frederick E. Graves of New York it appears that in some instances at least the shipowners have been checkmated in their cold-blooded attempts to dispose of the hapless victims of their insidious and treacherous business methods by the deportation route.

In appeals taken before the Department of Labor in Washington on behalf of two injured seamen in cases of this kind, Mr. Graves has succeeded in obtaining stays of execution from the decisions of the Board of Special Inquiry at Ellis Island to deport the unfortunate subjects until they have been given time to institute and prosecute legal proceedings to recover damages in the United States courts.

One of these petitioners, Antonio Cisilia, is a native of Dutch West Indies. He states in his petition that he has been a seafarer 19 years and has served six years continuously in the American merchant marine. His last unfortunate voyage was made in the American steamship "Guantanamo." He signed at New York on June 15, 1920, as an A. B. On June 24, while the ship was at Cienfuegos, Cuba, Cisilia sustained an injury to his left leg which necessitated amputation. From the scant excerpts from the testimony submitted to us in this case, it appears that Cisilia's accident was the result of attempting, with the help of a shipmate, to hang off a derrick lift from a winch by hand after the boom had been hoisted.

Cisilia testifies that when the boom had been peaked up to the desired height, he and his watchmate were ordered to hang off the wire fall from the winchhead and carry it in to the mast and belay.

But the fall being very slippery, having been freshly greased with fish oil, could only be held by the utmost exertion on the part of the two seamen, and as they became drawn toward the winch, which appears to have been still in operation, Cisilia's companion, fearful of being caught in the revolving gears, suddenly released his hold, and the boom being too heavy for one man, fell to its bed with a crash. Cisilia's left foot became tangled in the coil of slack wire on deck and with the falling of the boom he was carried aloft until his foot was jammed in the gin through which the fall led at the masthead. Cisilia's foot was released by the impact and he fell to the deck. He was taken to the civil hospital at Cienfuegos, where it was found that his limb was so badly crushed that amputation was imperative.

Cisilia remained in the hospital until September 20, 1920, when he was returned to the United States, but was promptly detained by the immigration authorities upon reaching New York.

On October 1, 1920, Cisilia was brought before the Board of Special Inquiry at Ellis Island, and, after a hearing, the board decided that he should be deported, because, on account of his crippled condition, resulting from service in the American merchant marine, he was liable to become a public charge, and because he was unable to pass the literacy test required of immigrants.

On October 2 Mr. Graves filed an appeal in Cisilia's behalf with the Department of Labor at Washington, and as a result an order has just been issued by the department granting a stay of deportation in Cisilia's case, and admitting him to the United States for two months, under bond, to enable him to enter suit for damages against the owners of the "Guantanamo" and straighten out his personal affairs.

Another case similar to that of Cisilia's also brought to our attention by Attorney Graves is that of Louis Albert, late bos'n of the United States Shipping Board's steamship "Lake Mattato," who lost an arm while on duty as the result of the sudden and unexpected reversing of a defective and long-neglected winch.

From the record of testimony taken in his case it appears that the accident to Albert, which resulted in the loss of his arm, likewise happened in Cuba, though the name of the particular port is not stated in the abstract before us. From the evidence, however, it appears that while in a Cuban port the crew of the "Lake Mattato" were about to hoist in a pontoon which had been floating alongside.

The fall had been hooked on to the float, and the winch started when the runner became foul on the drum. The reversing lever on the winch had been out of order for some time previous to this occurence, so that it would not remain in a neutral position without support. For this reason it had long been the usual practice to chock the lever with a stick of wood to hold it in position, as was done in the present instance. But as Albert leaned over the winch to clear the runner, the stick dropped out, allowing the lever suddenly to reverse, the bights of the cable (relaxed from the drum) sprung upward and struck Albert on the back of his left hand and the flesh was lacerated by the straggling end of a broken steel thread, thickly infested, no doubt, with the usual accumulation of grease, grime and rust. The ship's steward applied casual dressing to the wound, but Albert's hand soon became badly swollen, discolored and painful, nevertheless, and four days later he was sent to a hospital. But the infection continued to increase, despite expert medical attention and care, and eventually developed into a remorseless case of blood poisoning. As a necessary result of which Albert's arm had to be amputated between the elbow and shoulder one month and fifteen days after his admission to the hospital. The steamship "Lake Mattato," being operated by and under charter to the Ward Line, Albert was returned to New York as a consular passenger in the "Mexico" of the same line, arriving here September 7, 1920.

But on arrival he was immediately

grabbed off the ship by the vigilant immigration authorities and detained at Ellis Island for deportation as an undesirable alien.

From an abstract of the proceedings before the Board of Special Inquiry at Ellis Island, Albert is recorded as testifying that he is a native of Dutch West Indies, born at Curacoa, to which place he now desires to return of his own volition as soon as his personal affairs in the United States have been arranged. He further testifies that he is 29 years of age, single and in good health, and has served four years in the American Merchant Marine. He holds an identification card issued by the U. S. Inspector of Immigration in Baltimore, Md., showing that he has made a number of consecutive trips in the steamships "Decatur Bridge" and "Lake Mattato" since April 28, 1919.

Albert is also shown to have $400 deposited to his credit in the Dime Savings Bank, New York City, besides $24 in his possession at the time he was detained, and he has also been offered a permanent shore position by the Ward Line out of consideration for his injuries.

The "unanimous opinion" of the Board, founded entirely upon the medical certificate submitted by Drs. Ramus and Roberts, seems absolutely to ignore all other factors in his case.

In the medical certificate Albert is grimly referred to as an "immigrant afflicted with the loss of his left arm above the elbow which may affect his ability to earn a living."

Basing its opinion upon the finding of the doctors, the Board unanimously decides that after four years' faithful service in the American Merchant Marine, Louis Albert ceased to be a seaman and became an undesirable immigrant from the moment he was crippled for life through the criminal neglect of his employers to provide safe and suitable machinery or appliances to protect the lives and limbs of their employes, and must therefore be deported as a worthless social incumbrance. Convenient scheme, isn't it?

Neither his record of previous service, his possession of $424.00, his lien upon the ship, nor the willingness of his late employers to furnish him employment commensurate with his power of performance in his crippled condition, seem to carry any weight affecting the decision of the austere and dignified Board of Inquiry.

At the close of its deliberations Albert was notified by the board of his exclusion and advised as to his right of appeal.

"Do you understand your rights?" he was asked.

"Yes," he replied.

Then go to 'em, is the advice given him by implication at least, and that is what Albert is now doing. Through an appeal entered by Mr. Graves at the Department of Labor in his behalf, Louis Albert has been admitted to the United States and granted a stay of one year to enable him to press his claim for damages against the New York and Cuba Mail S. S. Company (Ward Line), operating the "Lake Mattato," and the U. S. Shipping Board, her actual owner.

Quite apart from any considerations of equity that may be inspired by a sympathetic study of the foregoing, we feel it doubly incumbent upon us to repeat our oft-reiterated admonition to all American seamen to become American citizens also. An alien seaman is protected by the flag only as long as he remains in the actual service of an American ship, and no longer. The moment he signs clear he resumes his alien status to all intents and purposes, and ceases to be legally regarded as an American seaman.

The route to full-fledged American citizenship is open to all right-minded foreign seamen except Asiatics, and special laws and regulations are provided to facilitate their admission.

In a great many instances neither the union nor its attorneys have been able to assist members who have either purposely or carelessly neglected to become naturalized.

In both cases cited above, the injured seamen were unable to pass the literary test, which offered the board an additional and legal reason for their summary deportation.

In the United States abundant facilities for the study of English and for naturalization abound everywhere, and the seaman who fails to take advantage of them is apt to find himself in a very unpleasant position sooner or later in consequence.

Neither the shipowners nor the immigration authorities are likely to be very inquisitive regarding a seaman's political status or literary attainments until something happens to him or he is compelled to assert his rights. Then he suddenly and invariably becomes one of those detested foreigners, by gosh, and must be deported forthwith to save the land from anarchy.

J. H. W.

MODERN HORRORS WITH ANCIENT DETAILS

That the ancient hell-ship practices of bucko mates and brutal masters have not been completely suppressed by modern enlightenment and humane legislation is evidenced by the frequent reports of union officials covering the complaints of tortured and outraged seamen coming into their various spheres of influence at the different seaports along the Atlantic and Gulf coasts.

The latest report of this kind to reach us comes from Comrade A. Andrade, agent of the Marine Firemen, Oilers and Watertenders' Union at Portland, Me.

Comrade Andrade reports the brutal and inquisitorial beating and tricing up of Comrade Alvaro de Carvalho, coalpasser on the S. S. "Polar Star," by the chief mate, O. Atkinson, during a recent voyage to Europe and return.

The unrestrained ferocity and atrocious cruelty manifested by Atkinson in this instance, in persecuting, beating and torturing a defenseless and crippled seaman, mark him as an inhuman monster of the lowest brute type, better qualified to decorate a gibbet than a ship's bridge.

According to Mr. Andrade's report, Comrade Carvalho sustained a broken arm by an accident to an ash-winch on board the "Polar Star" while en route from Norfolk, Va., to a French port. Upon arriving in France the master and chief mate endeavored by every means known to the craft (and there are many) to chase, coax, entice or otherwise induce the injured coalpasser to vamoose and hit the beach. But Carvalho steadfastly refused to leave the ship under any conditions except to go to the hospital. The mate then unslung his pipe line bunk and compelled the poor cripple to lie about the deck on benches, or as best he might.

When the ship reached Fowey, England, a marine surgeon came on board and set and dressed Carvalho's broken arm and ordered him to lay up for six weeks.

On her return voyage the ship called again at a French port and, after a two-weeks' stay, cleared on July 15, 1920, for Portland, Me.

On the following day, July 16, Mister Mate came to the forecastle door, dragged the crippled coalpasser out by the neck and, after beating and punching him unmercifully for some time, ordered him to shovel the two-weeks' accumulation of ashes, heaped on deck, overboard.

This Carvalho was manifestly unable to do with a broken arm, and so protested his helplessness. Thereupon the mate took Carvalho forward where no one could observe his actions, and strung him up by his toes beneath the forecastle-head, keeping him suspended in that excruciating predicament half an hour.

Why slander the unspeakable Turk after reading this? The Turk at least is immune from the censure of his creed or the reprobation of his fellows, but the unprovoked barbarities of unbridled buckoism deserve the execration even of brute beasts.

Upon arriving at Portland, Carvalho and five of his messmates promptly reported the above recorded events to the Union Agent, and shortly afterwards the mate was arrested and taken from the ship by the U. S. Marshal on a warrant sworn out before the U. S. Commissioner.

The mate was held in three hundred dollars bail for a hearing the following morning. After the hearing his bail was raised to five hundred dollars, and the seamen witnesses were detained in one hundred dollars bail each to await the opening of the fall term of the District Court on Sept. 21.

The mate furnished his own bond and the five seamen were released on bail furnished by the Marine Firemen, Oilers and Watertenders' Union. The names of Carvalho's witnesses are as follows: Paul Daniels, Jose Lorca, Wm. Derrigan, Edwin M. Dahlgren and Andere Martinson.

All the witnesses shipped together with the expectation of returning to Portland in time to testify at the trial, but through a change of orders their ship finished her voyage at Mobile instead of Portland. They at once communicated with the Portland Agent, however, from Mobile, and arrangements were at once made for their transportation back to Portland, and orders to that effect were telegraphed the Mobile Agent from the headquarters of the Marine Firemen's Union in New York.

At Portland all the witnesses responded to the call of the Federal Grand Jury and submitted their testimony. The mate failed to appear, but we understand a true bill

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OUR WASHINGTON LETTER

(By Laurence Todd.)

If election returns show that the reactionaries succeeded in fooling the people into sending back to Washington as dangerously stupid and cruel a set of men as comprise the present Congress, then labor and the farmers will be forced into a defensive position at an early date. Labor will be driven to defend its right to organize and to quit work, while the farmers will be told that they must keep up production regardless of the cost, and regardless of whether they receive a subsistence wage. In self-defense, labor and the farmers will turn to co-operative plans—both economic and political.

Just this week Secretary Frank Morrison of the A. F. of L. and William Johnston, general president of the Machinists, went before the Farmers' Emergency Credit Protest Conference here, and told the farmers that organized labor was ready to help them fight their common enemy—the gambler in commodities and in money credit. Morrison denounced Congress for its attacks upon organized labor, told of the program of the anti-union forces to enact laws "compelling workers to remain at their jobs against their will," and suggested to the farmers that the same profiteers, holding political and financial power, might next pass laws compelling the farmer to raise certain crops, even at a price below the cost of their production. The workers on the land and the workers in the cities, he concluded, must stand together for a real democracy in America, and to rid the nation of the profiteer.

Johnston, who brought a message also from Warren S. Stone of the Locomotive Engineers, whose organization is launching a million-dollar co-operative bank, said that labor and the farmers must clean out Congress and send men there who had the economic and political freedom and safety of the masses as their first concern. He said that the city workers and farmers are robbed by the same middlemen, and must co-operate to do away with the poverty suffered by the many and the extravagance wasted upon the few. His union was lending its funds to the Non-partisan farmers of North Dakota to help them in marketing their wheat; the Chicago unions were doing the same. They were strengthening themselves by aiding the farmers.

Sidney Hillman, president of the Amalgamated Clothing Workers of America, sent a similar message of sympathy and co-operation to the farmers.

The farmers, in turn, were ready to pledge their political support to measures desired by labor from the next Congress. The most powerful factor among the organized farmers is, naturally, the least progressive—the Farm Bureau Federation. Its legislative agents here supported the Esch-Cummins bill. But now they are seeing the light, and with the rapid fall in prices of farm products their position has shifted to one of aggressive opposition to the financial powers in Congress and in Wall Street. The other farm organizations had already taken a pro-labor attitude, more or less hastened by the alliance between the Non-partisan League and the labor movement in the Northwest.

So we shall probably see a close alliance of the labor and farmer lobbies in Washington this winter, with the result that a farmer-labor political tide will begin to gather force, to reach a crest in 1922.

One of the many items that go to make up this conclusion is the failure of the Wilson administration to grant the political amnesty which was half-promised by Attorney-General Palmer to Mr. Gompers' committee which visited him in September. At that time the labor officials were given to understand that, while no "general" amnesty would be considered, yet most of the political prisoners, including Eugene V. Debs, would probably be released from prison before election day. This hint was spread broadcast as an argument for further confidence by labor in the Democratic party. It now appears that this half-promise was not to be taken seriously.

Reports from the field to labor headquarters here show that business is not improving. Unemployment is steadily growing. The so-called "American plan" of the non-union shop with a company-run association of the employes to spy upon and drive out trade unionists, is to be made the issue in great numbers of manufacturing plants where union agreements have been signed during the past three years. Bankers are largely directly this campaign against the unions—a fact which gives color to the suspicion that it is being staged from one central source of authority. While in Philadelphia the textile manufacturers declare war on "radical" unionism, they actually try to break down the locals of the United Textile Workers of America in that industry. In New York the Teamsters' membership, which is conservative to the last degree, has been served with a notice from the organized employers that the ten-hour day must be restored. In Detroit and in the centers of rubber manufacture, thousands of men are being laid off. It is no secret that manufacturers who are willing to fight the unions can get credit, to tide over a bad market, more readily than can employers who are at peace with unionism.

A crisis may be hastened by the election of Harding and a reactionary Republican majority in the House. Speculation is current as to the possible decision of President Wilson to resign, and virtually give over to his elected successor the control of national policy. He is quite unlikely to do anything of the kind, because he has no confidence in his successor's ability to run the Government. But as soon as a change of administration has been ordered at the polls the President will find that his successor will be the man consulted by the business forces as to what they will be permitted to do. If Harding gives the word, organized business will feel perfectly safe in turning loose all its guns against organized labor within a week after the ballots are counted.

Last-minute predictions are that neither Congressman Nolan of San Francisco nor Raymond Robins of Chicago will be Secretary of Labor in the Harding cabinet. Nolan will get some appointive position, but its character has not been determined. Robins is now mentioned as the first Ambassador to Soviet Russia, with whose conditions he is familiar. This brings up the question of whether Hutcheson of the Carpenters, Lee of the Railway Trainmen, or Lewis of the United Mine Workers, may not get the cabinet job. Lewis is out speaking for Harding, and it is said that his displeasure has fallen upon several organizers of the U. M. W. A. who were on the stump for the A. F. of L. Non-partisan Political Committee in aid of Cox.

The investigation into reasons for lack of house building in New York City, now being conducted by a legislative committee, has thus far shown chiefly the astonishing relations of R. P. Brindell, president of the New York Building Trades Council, with contractors, scabs, wars against regular A. F. of L. unions, and Tammany politicians. Testimony from officers of unions cast out and destroyed by Brindell indicates that members of his irregular local of house wreckers had to pay $10 a week to him or his agents, from a $44 weekly wage. Contractors who employed any of the 1,800 members of the regularly affiliated local of house wreckers—belonging to the Hod Carriers' international—were unable to get any work done on their other jobs. The testimony is filled with stories of big bribes, of charges which made the completion of new school buildings impossible, etc.

Building Trades Department and A. F. of L. officials here refuse to discuss the Brindell mess until the public authorities shall have completed their inquiry and until the courts shall have acted. They do not wish to prejudice the case either way, and hence the suspension of the charter of Brindell's council, determined upon by the Department, has not yet been ordered. A curious sidelight on the affair is the disclosure that the House Wreckers' big local which Brindell has absolutely driven from employment, was compelled by the A. F. of L. executive council to affiliate with the Hod Carriers, although it protested that by so doing it would be committing suicide. This fact may bring the executive council into the case.

War upon the tin-can trust is declared by the Machinists, whose demands for a wage increase and collective bargaining have been refused. Strikes have been called in fifty-six of the factories of the American Can Company, from coast to coast. A report on this concern's war profiteering, made to the Machinists here by W. Jett Lauck, shows $22,000,000 profits in 1917 and an average profit of $15,472,796 for the past four years—this last being twice as much as it made in its most prosperous year before the war. Prices of tin cans have been forced up, due to the company's control of production, and the monopoly is supported by a close alliance with the American Tin Plate Co., producer of its raw material, and with the chief corporations buying tin cans. The fight will be a hard one.

A DIFFICULT SALVAGE.

The S. S. "Main," 900 tons, topedoed off the coast of Scotland in August, 1917, has just been refloated. During the salvage operations three different kinds of lifting appliances were in use. These were two submersible balloons, two submarines, and the ordinary surface lifting craft. The vessel presents a peculiar spectacle after being for three years under water. Shell holes are visible on many parts of the ship, and her deck is almost a tangled mass of rusty iron.

WEEKLY NEWS LETTER.

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against the Japs which now is being seized upon by politicians of every degree. This is history repeating itself. The same thing occurred with the woman's eight-hour day, child-labor laws and woman's suffrage. Labor pioneers. The 'pollies' lead the procession with a brass band after they become convinced that the marching is good. But, after all, progress is made."

Taxes Will Shrink.

Uncle Sam will be hit through the cut in prices for automobiles and other commodities because of a decrease in returns from income profits and excess profits taxes. It is estimated that before the cuts these tax returns would aggregate $3,750,000,000 but now the revenue from this source will not amount to more than half that amount.

Treasury officials declare that a reduction of Government expenditures is impossible this year, and they are inquiring how the deficit can be raised.

Would Use U. S. Loans.

Congressman Clyde Kelly of Pennsylvania favors enlarging the functions of the United States Postal Savings Bank so that loans can be made to home builders.

The Congressman said $175,000,000 is on deposit in postal savings banks, bearing interest at 2 per cent. This money is loaned by the Post Office Department to banks at 2½ per cent. and the banks in turn loan it back to the Government at 6 per cent.

ATLANTIC COAST AND GULF

(Continued from Page 9)

has been returned against him and the case has been docketed for trial at the December term in the criminal part of the U. S. District Court.

The Federal Judge has ordered the bail bonds and transportation expenses of the witnesses, amounting in all to one thousand dollars, refunded to the Firemen's Union, and so for the present the matter rests.

And how long shall it rest, and then again, how long?

The court is squarely confronted, in this shocking instance, with a case of refined barbarity imposed upon a crippled seaman which beggars belief and disgraces civilization, yet fully substantiated by the appearance of the victim and five credible witnesses.

Such crimes have been mandatorially prohibited and made punishable by successive and increasingly severe acts of Congress solemnly enacted at sundry times from March 3, 1835, to March 4, 1915.

The Act of Dec. 21, 1898, holds the master of the ship responsible in damages to the aggrieved seaman in case he allows the offending officer to escape; while the Act of March 4, 1915, renders both master and owners severally responsible in the same circumstances.

The evidence in this case plainly implicates the master conjointly with the mate in causing the brutal punishment inflicted upon the helpless coalpasser, else why did he conspire with the mate to chase the poor fellow ashore after he had been injured?

The only apparent reason why Justice is so frequently and flagrantly disregarded by these buckos is because they have learned to despise its laxity and deliberation.

"Barking dogs seldom bite," they reason, and usually with good cause.

If the law was enforced against bucko mates, masters and owners, as summarily and severely as against insubordinate seamen, we believe that both buckoism and insubordination would soon be suppressed. In the majority of cases, insubordination, if the issue were to be definitely probed, would prove to be merely an act of self-defense.

Thus a seaman, able and manly enough to defend himself against a criminally inclined master or mate, thereby incriminates himself and is sent to the "Reef" by the shortest route; whereas a mate who maltreats a crippled seaman simply jumps his bail and absconds, leaving his trusted master and opulent owners to cover his tracks.

When the courts become more alert in these bucko cases, fix bail at an amount commensurate with the nature of the crime, and hold it as a seaman's lien in case of default; or when they provide iron bonds instead of paper ones to hold offenders of this class, buckoism may be subdued, but not before.

J. H. W.

LEAGUE OF NATIONS AT WORK

(Continued from Page 7)

Session, one at least of the persons nominated as Advisers should be a woman.

In view of the very wide range of the items inscribed on the Agenda, the part to be played by Advisers of Delegates will be notable, and consequently, in order to ensure full authority for the decisions of the Conference, it will be necessary for the persons designated as Advisers to be of recognized competence and to enjoy the confidence of the different interests concerned.

I have also to draw your attention to the fact that paragraph 5 of Article 389 of the Treaty provides that the names of Delegates and their advisers shall be communicated to the International Labor Office by the Government of each of the Members, and I have also to point out that the succeeding paragraph of the same article provides that the credentials of Delegates and Advisers shall be subject to scrutiny by the Conference. In accordance with Article 3 of the Standing Orders of the Conference, of which a copy is enclosed, these credentials should be deposited with the International Labor Office not later than 15 days before the date fixed for the opening of the Conference.

It is, however, most desirable that the names of the Delegates and Advisers should be communicated to the International Labor Office, at the earliest possible date and I should be much obliged if you would accompany such communication with a statement as to the qualifications of the Government Delegates and Advisers, and as to the organizations in agreement with which the Delegates and Advisers of Employers and Workers have been chosen.

It is also desirable that the credentials of the Delegates and Advisers should be carefully drawn and should indicate that the appointments have been made in accordance with the terms of Article 389 of the Treaty. They should be forwarded to the International Labor Office as far in advance as possible of the date fixed by Article 3 of the Standing Orders, i. e., before March 21 and should in the case of non-Government Delegates and Advisers contain particulars of the associations in agreement with which they have been nominated.

A questionnaire relating to the different items of the Agenda will be forwarded to you in a few days and it is requested that answers may, if possible, be forwarded so as to reach the Office not later than January 15, 1921, in order that summaries may be prepared for presentation to the Conference.

I have the honor to be, Sir,

Your obedient servant,

ALBERT THOMAS,
Director.

International Seamen's Union of America

(Continued from Page 5)

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FRED WALSH, Secretary
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Labor News

South Chicago butchers have reduced hours and increased wages. The parties negotiated for three weeks before they reached an agreement.

A trade union school for trade unionists has been organized by the Chicago Federation of Labor and the Women's Trade Union League, in co-operation with the Chicago Board of Education. The study course includes English, public speaking, parliamentary law, modern writers, textures and colors, and social hygiene. A labor chorus will also be organized.

The International Brotherhood of Boiler Makers has purchased a home in Kansas City, Kan. Other international unions that have adopted this plan include the machinists, at Washington; pressmen , at Pressmen's home, Tenn.; hodcarriers, at Quincy, Mass.; carpenters, at Indianapolis; sheet metal workers, at Chicago; brewery workers, at Cincinnati; street car men, at Detroit and locomotive engineers, at Cleveland. The A. F. of L. is housed in its own building in Washington.

There is an annual loss in livestock of over $25,000,000 because of improper handling and shipment. Stock producers, packers, shippers and railroads have recently conferred in Chicago to attempt to reduce this loss. It is claimed that three-fifths of this loss is because of bruises sustained by stock between the time they leave the farm and their arrival at stockyards. This is but one of the numerous losses sustained in production that are ignored by lawmakers, editors and publicists who shout that workers must be handcuffed to their jobs if they quit their employment as a last resort to improve conditions.

Among the more progressive group of trade unions in the American Federation of Labor is the International Association of Machinists. During the last four years the machinists have had a remarkable growth. At the Baltimore Convention in 1916 the union included 105,400 members. At the close of 1919 the organization had more than 330,000 members. During the last year there has been a slight falling off, but apparently the membership is still in the neighborhood of 300,000. The machinists started a co-operative banking business in Washington on May 15 last, and at the close of the first three months' period had deposits exceeding one million dollars.

In his report to the convention of the Arizona State Federation of Labor President Feeley called attention to the co-operative movement, which has grown so rapidly among wage earners the last two years. In urging the extension of this movement, President Feeley said: "The co-operative store and the co-operative bank will become our most powerful weapons to fight anti-unionists and to stabilize and intrench union labor against the onslaughts of its enemies. Five successful stores are now in operation in this State and others are being organized. Tucson has a co-operative bank well under way which will start business with a capital of $100,000. A co-operative store should be organized in every industrial community where there are enough workers to insure success."

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Seattle, Wash , Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
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Berglund, Iver
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Williams, L. A.
Wilhelmsen, S. J.
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SAN FRANCISCO
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Kristoffersen, H. O.
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Nesbl, Frank
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Rasmusen, Peter
Swanson, Oscar
Smith, R.
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Lundgren, Karl
Lind, Gust.
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Mulligan, Ed.
Myers, Georg
Parker, A. L.
Sondel, Franklyn S.
Seevers, Howard L.
Stewart, R. T.
Solberg, B. P.
Takostolny, Jos.

INFORMATION WANTED

Mrs. Jean Taylor. 940 Pender Street, West Vancouver, B. C., is anxious of ascertaining the whereabouts of Robert Gilchrist Cassar, a member of the Sailors' Union of the Pacific 10-13-20

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INFORMATION WANTED

Charles Bernard Wilson, born in Stevenson, Alabama, write or come to your mother, Flora M. Wilson, 719 18th street, Oakland Cal., care Mrs. J. Buck. 9-22-20

Portland, Or., Letter List

Adams, Hugo
Ahlstrom, Kilian F.
Ahlstrom, Ellis
Ahren, Wm.
Allen, W.
Allison, Benjamin
Amundsen, Albert
Andersson, Axel
Anderson, J. A.
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Johnson, Carl E.
Johansen, Anton
Kallio, Frank
Kenrich, Richard
Kelty, Peter D.
Keel, Jewel
Ketelson, Fred
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McNeil, D. R.
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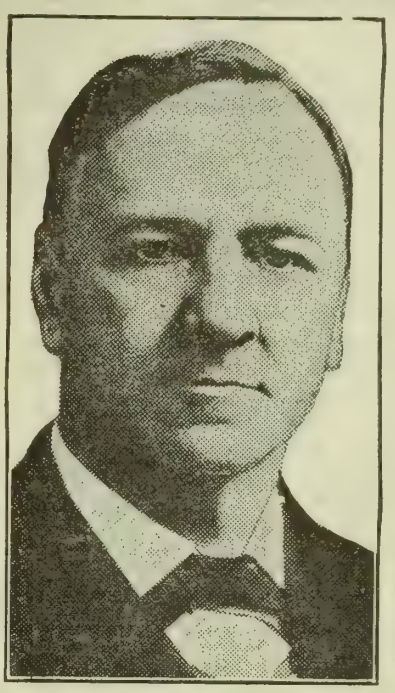
Norlund, Albert
Gotz, Rudolf
Lauritzen, Ole
Jones, Ernest L.
Tamm, Helge
Peters, J. M.
Langman, William
Olsen, Ole
Jensen, J.
Ericksen, E. R.
Jones, Ernest L.

INFORMATION WANTED

The members of the "Elizabeth," who salved the "South Coast" August 16, 1920, can get their awards by calling on Attorney Hogevoll, Pacific Building, Fourth and Market, San Francisco. 11-10-20

Members of the crew of the S. S. "J. E. O'Neil," which salved the motor ship Oregon. A settlement has been made and I wish the following men would communicate with me in order that they may be paid their share of the salvage due them: P. Anderson, seaman; W. Kendall, seaman; J. C. Thompson, third assistant; Joe Brady, wiper; H. F. Morressy, messboy. S. B. Axtell, 9 State street. 5-12-20



Secretary Daniels Says:

"I NEED not tell you of my deep interest in the American Red Cross, and my appreciation, both as Secretary of the Navy and as a citizen, of the monumental work it did during the war, and its beneficent work in times of peace. I feel that every patriotic American will be serving his country if his name is on the Roll Call of the Red Cross."

Josephus Daniels

Secretary of the Navy.

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RED CROSS
FOURTH
ROLL CALL

November 11-25, 1920

INFORMATION WANTED

Members of the crew of the "West Katan," whose claims for salvage services rendered to the S. S. "Flavel" is being handled by the undersigned: It has just come to my attention that the Shipping Board have asked you to sign vouchers in settlement of the salvage claim. I was offered one-half-month's wages which was refused. It appears that they are endeavoring to get you men to settle directly. I advise that none of you accept this as it is grossly inadequate. At least you have no right to accept any settlement without consulting me. Silas B. Axtell, Attorney for Seamen, 9 State Street, New York City. 10-6-20

Home News

The Supreme Court refused to advance the hearing of the suit brought by Charles S. Fairchild for an injunction restraining Secretary Colby from promulgating the Federal suffrage amendment.

The Texas State Criminal Court of Appeals has upheld the minimum wage law. A fine of $100 against a restaurant keeper was affirmed. He discharged a girl because she testified before the industrial welfare commissioner. The defendant held that the law violates the obligation of a contract, but the court ruled that contracts must comply with the law as well as expressing the will of individuals making them.

Compulsory education and prohibition of child labor by Federal enactment were advocated by Herbert Hoover in an address before the eleventh annual convention of the American Child Hygiene Association. The entrance of young children into industry, Hoover asserted, "results in the progressive degeneration of the race and tends to impair the human resources of the country on which the coming generation must rely."

Coal owners are "padding" operating costs in their reports to the government for the purpose of evading the excess profits tax, is the charge made by Governor Goodrich of Indiana. Coal owners who were drawing salaries of $5000 and $10,000 a year now pay themselves $30,000 to $40,000. Other expenses are increased by these law-abiding, patriotic gentlemen, who are thus relieved of paying the government a large excess profits tax.

The New York State Industrial Commission has issued startling statistics on deaths of workers engaged in building construction. It is shown that there are four times more workers employed in factories than in building, but during the four years from October, 1910, more fatalities occurred in building construction. Of the 1641 fatalities during this period, 545 were due to falling, and of this number 154 deaths resulted from scaffolds and 29 from ladders.

Renewed activity of the Federal authorities in the suppression of illicit distilling has not lessened their watchfulness over the purity of non-alcoholic beverages. The Bureau of Chemistry of the Department of Agriculture has started a campaign against so-called orange drinks which have no more relation to that fruit than root beer has to the product of malt and hops. It discovered that under such terms as -ades, squashes, punches, crushes, or smashes, beverages are sold which contain no edible portion of the fruit or juice named in conjunction with them.

Stephen T. Mather, director of the National Park Service, recently opened the latest addition to the national park area at Zion, Utah. The Governor, the two Utah Senators and prominent citizens, many of them from Salt Lake City, were in attendance. The new park is in the southwestern part of Utah and contains 120 square miles; its principal feature is Zion Canyon, fifteen miles in length, with walls from 800 to 2000 feet high. In these walls, which are of considerable geological interest, ruins of cliff dwellings of a prehistoric race have been discovered.

Domestic and Naval

The imports by sea into Italy during the month of May, 1920, amounted to 1,446,386 tons, compared with 857,490 tons in January, 1,064,779 tons in February, 886,132 tons in March, and 869,664 tons in April.

From January to June, 1920, 58 American vessels, representing a net register tonnage of 269,554 and cargo tonnage of 176,251, entered the port of Marseille. During the same period 52 American ships, with a sailing tonnage of 238,093 and a cargo tonage of 156,494, cleared from Marseille for the United States.

The United States Shipping Board announced that in the future it will be the policy of the board to make all incoming voyage repairs and such other repairs as may be necessary to retain class. This policy will revise the "as is" clause in future sales of new steel vessels, but does not, however, apply to the sale of seriously damaged vessels which are in need of such extensive repairs that the board would not be justified in assuming the cost thereof.

Tenders for only eight of the thirty miscellaneous vessels recently offered for sale by the Navy Department were received when bids were opened. There were no bids for the old cruisers "Cincinnati" and "Raleigh" and the steamer "Supply," and the highest offer made was $42,000 for the gunboat "Castine" by the Inter-Colonial Steamship and Trading Company of New York. R. B. Sommerville of Pensacola submitted a joint bid of $56,000 for the "Castine" and "Petrel," the latter also a gunboat. The Snare & Triest Company, Washington, D. C., offered $25,000 for the "Petrel" alone, and Edward S. Hough of San Francisco submitted a bid of $35,000 for the gunboat "Machias."

Section 23 of the Merchant Marine Act, 1920, is designed to assist owners and operators of vessels which are documented under the laws of the United States and operated in foreign trade, and provides for certain tax exemptions for a period of ten taxable years, beginning with the first taxable year ending after the passage of the Act, on condition that the amount so exempted is invested or set aside, under rules and regulations to be promulgated by the board, in a trust fund for the construction of new vessels in shipyards in the United States. The type and kind of such vessels, however, must be approved by the board and quite a number of applications for such approval are now pending.

Sale of the Government's emergency built fleet of wooden ships to foreign buyers has been decided upon by the Shipping Board as practically the only means of disposing of the fleet. Chairman Benson announced that the provisions of the merchant marine law require that at least the question of the new board agree to the plan. The board has had two meetings over. Several proposals have been received from foreign shipowners for the wooden vessels the chairman said, and one offer for a considerable number has come from South America. As an alternative, he added, some of the ships probably will be stripped of the engines, converted into barges and used in the New England coal trade. There are now, he said, 192 wooden ships tied up in the James River, at a cost to the Government of about $100 a month each.

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Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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INFORMATION WANTED.

Anyone who was acquainted with the late Chas. Erickson, discharged from the U. S. Navy in 1896, and subsequent thereto sailing on the Pacific Coast, will confer a great favor upon his widow, Mrs. Charles Erickson, by communicating with her at P. O. Box 15, San Pedro, Cal. Mrs. Erickson is anxious to establish certain facts relating to the physical condition of her late husband prior to his discharge from the U. S. Navy. 1-28-20

The following named members of the crew of the S. S. "Kenebec," who helped salve the schooner "Thomas L. Wand" on November 19, 1919, have vouchers ready to be distributed at our office:

Demetre Sakelaris, $46.80; Carl Puika, $56.72; Isidro Flores, $50.55; Janes Franco, $50.55; Daniel Rodrigues, $50.55; Rafael Corrillo, $50.55; Dimity Sacelarius, $50.55; Siegor Sorensen, $50.55. Levy & Levy, Lawyers, Trust Bldg., Galveston, Texas. 10-6-20

The Centrale Bond von Transportarbeiders have placed in my hands claim of the father and mother of L. Verhoef, seaman who met his death on the S. S. "Balosaro" April 29, 1920. An old spring line broke, curled around Verhoef's left leg and yanked him on to the winch while he was operating it. Before it could be stopped his leg was taken off. He died two hours later at the hospital. Will members of the crew please report here promptly. The master has made an entry in the log book to the effect that the deceased met with his death through intoxication, which statement we believe to be utterly false. I am acting for the dependent relatives. It is the duty of seamen to tell the truth. Your dependents may be in the same position some day.—S. B. Axtell. 8-25-20

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News from Abroad

Anarchists attacked the Aureliano fort, situated a few miles from Rome. They were repulsed by soldiers after a short exchange of shots.

Infant mortality has reached an amazing figure in France since the war ended. In Paris it is 50 per cent. Five hundred and nine out of every thousand babies born in France die, as contrasted with 9 per cent in England and 4 per cent in New Zealand, which is said to have the best record.

High prices, penetrating to the Arctic rim of Western Canada, have brought wealth and prosperity to Eskimos of the Mackenzie river delta, who have sold their recent fur catches for record figures, according to Arthur Thompson, an American prospector who recently arrived at Edmonton, Canada, from the far north.

Switzerland imported during 1919, 55,057,640 pounds of raw cotton, compared with 17,957,940 pounds in 1918, chiefly from Egypt and the United States. According to the President of the Chamber of Commerce of Zurich, Switzerland needs about 70,000 bales of American cotton for the supply of her mills during the next 12 months.

The total of the import duties collected at Christiania for August of this year is about 2,000,000 crowns less than for August, 1919. The following figures show the receipts in crowns for the month of August from 1913 to 1920, inclusive: 1913, 1,685,700; 1914, 789,400; 1915, 1,770,300; 1916, 2,872,100; 1917, 3,616,500. 1918, 1,825,800; 1919, 6,454,600, and 1920, 4,426,600 crowns.

M. Leonid Krassin, Soviet trade representative to England, at a conference with a group of British business men, told them that Russia would be willing to assume the Czarist debts in return for recognition. "Either we are a new company carrying on the business of a defunct company, in which case we are not cern," he declared, "or we are a reconstructed company, in which case we assume all the liabilities of the old company and receive all its assets, including the good will, which is public recognition."

Reports from Danzig, Hamburg and Bremen say a great tide of Jewish emigration to the United States has set in, and that already it is flowing at the rate of thousands a day through Antwerp and toward French ports. It has been necessary to erect barracks at Danzig to house the applicants for passports and the correspondent there of the Berlin "Tageblatt" says virtually a new city has come into existence, composed of Jews organized and financed by the Hebrew Immigration Aid Society and the Joint Distribution Committee of America.

The extent of the larger losses of France is illustrated by these official figures, recently issued: 4,022 towns and villages in the invaded departments were injured; of these 1,659 towns and villages were totally wiped out and 707 destroyed to the extent of from 50 to 100 per cent. of their value. The total number of private wells destroyed or damaged is 62,900, that of real estate holdings entirely destroyed 290,300 and partially destroyed 269,870. Nearly all the towns and villages have been reestablished, at least in part; and 134,000,000 cubic meters of trenches have already been filled up.

With the Wits

Naturally.—"The hygienic experts set their faces against kissing."

"Who doesn't?"

A Coincidence.—Oberlin Times—He was born on the farm where his parents were at the time.

The All-Present Thought.—"Aren't you interested in saving daylight?"

"I am more concerned in hoarding up moonshine."

The Objection.—"Sir, may I take you apart?"

"No, you can't. I am no human puzzle."

Might Be Worse.—"I'm having trouble in supporting my wife."

"You don't know what trouble is. Try not supporting her."—Kansas City Journal.

Should Be Good.—"The young baker you knew went on the stage in character parts."

"Indeed. How did his roles pan out?"

Their Status.—"Since the Gunns made so much money during the war they are riding in handsome motor cars, I notice."

"Yes; they're machine Gunns now."

Adapted to His Case.—"Such vivid neckties Dicky wears. They're simply dazzling."

"Yes, his idea seems to be 'Best is the tie that blinds.'"

Literal Quality.—"I thought you told me you could supply me with strong drink, and here is nothing before me but water."

"Yes, sir, but it has a good deal of iron in it, sir."

Opposing Methods.—"There is one thing I would like to know about this photograph of a drinking scene in the play."

"What is that?"

"Was it made with dry plates?"

Never Recuperated.—"Aren't you going to invite Mrs. Blank to your dinner party?" asked Mrs. Blunderby's niece.

"I should say not," answered the old lady. "I entertained her once and she never recuperated."

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MOONEY FRAME-UP EXPOSED

Police Officer Makes Startling Statements to Mayor Rolph

When the Preparedness Day Parade bomb explosion occurred, on July 22, 1916, the people generally were shocked by the atrocious nature of that crime. Every normal man and woman wanted to see the perpetrators of that dastardly act apprehended and punished to the limit of the law.

This feeling caused certain anti-labor elements to evolve a plot whereby organized labor could be connected with the outrage.

From the very day this became evident —in fact, a moral certainty—the Journal has from time to time, in its news and editorial columns, exposed the manipulations of the ring that sent two men to the State penitentiary for life.

The latest bit of testimony on the subject is published herewith, being a part of the more detailed story as it appeared in the San Francisco Call of November 12th.

Draper Hand, a San Francisco police officer, most active of all the subordinates in the handling of witnesses in the Mooney bomb cases, on Friday of last week, told Mayor James Rolph Jr. that the prosecution was a gigantic frame-up from first to last. Citing names, dates and circumstances in full, he told the Mayor all that he knew of the manipulation of witnesses, and he declared that, to his own knowledge, the testimony of every witness bearing directly on the guilt of the accused was a fabrication pure and simple.

This police officer's story—the inside story of the frame-up by one of the prosecution's right-hand men—corroborates in its entirety the claims of the defense that Tom Mooney and Warren K. Billings were convicted without a shred of truth to connect them with the 1916 Preparedness Parade bomb explosion.

Hand today cut the heart out of the theory of the prosecution—the theory, backed by perjury and machinations, on which Mooney and Billings were sent to prison for life on the charge of having planted the bomb that caused ten deaths.

Almost at the same time it became known that another blow had been dealt the prosecution's theory by one of the prosecution's star witnesses, Estelle Smith. She no longer is sure that the man she saw on the roof of 721 Market street the day of the Preparedness Parade—the man with the black bag—was Billings. She has told District Attorney Matthew Brady that were she to testify again, she would make her doubts clear to judge and jury.

Here are the outstanding features of the story that Draper Hand told Mayor Rolph:

That Frank C. Oxman, the Oregon cattleman, never saw the automobile of Israel Weinberg till Hand showed it to him months after the bomb explosion.

That Hand took Oxman to the North End police station under orders from Martin Swanson, private detective for corporations, and there showed him the Weinberg car.

That this move was a part of the grooming of Oxman for his testimony, in which he declared that on the day of the explosion he saw the Mooney party alight from Weinberg's car at the scene of the explosion.

That he (Hand) rehearsed in the car, at the police station, to prove Oxman's story physically possible, and that he so rehearsed at Oxman's request because the Oregonian was afraid his account, as arranged for him, could be proven an impossibility.

That Oxman did not then see, and probably at no time saw, the license plate of the car, which had been removed, but memorized the number from a memorandum given to him. Oxman testified that he noted the car number on the back of a telegram the day of the explosion.

That it was from this memorandum only that he learned the license number, though he testified (after many months) to remembering it from a fleeting glimpse the day of the explosion.

That Edward A. Cunha, assistant district attorney at that time, instructed Hand to give the memorandum of the number to him, after it had been removed, lest by some chance the defense force Oxman into admitting that he had seen the license number on the car when it was at the police station—an admission which would have discounted his testimony before the jury.

That Oxman virtually admitted to Hand that he was lying, and intimated that he was afraid of the outcome of the frame-up. Oxman wobbled—but he went through with it, and Mooney was sentenced to the gallows.

That Hand, sitting in the police bomb bureau one night in the first stage of the investigation, saw District Attorney Charles M. Fickert enter with Martin Swanson, corporation private detective, and heard Fickert say to Captain Duncan Matheson: "You'd better arrest those two fellows."

That next morning Hand was ordered to find and arrest Mooney and Billings, and he thought them, and still thinks, that the two to whom Fickert referred were Mooney and Billings.

That there was at that time not a scrap of evidence, perjured or otherwise, to connect Mooney and Billings with the explosion, and the order for their arrest came out of a clear sky.

That there was no scrap of evidence against them until the offer of large rewards began to bring a flood of leads to the police, from which they made their selection.

That Mrs. Mellie Edeau and her daughter, Sadie, were secured as witnesses by Hand, on orders from Captain Duncan Matheson, and were coached—unconsciously and by playing upon their beliefs—into positively identifying the defendants.

That when they confronted Mooney and Weinberg in the city prison, the men being mixed with other prisoners, Hand gave them the cue by addressing Mooney by name and by beckoning to Weinberg and summoning him, too, by name.

That John McDonald, another star witness, began to waver when the favor of the police waned and their allowance to him ceased, and that he said to Hand: "If I don't get a job I'll spill everything."

That James Brennan, also assistant to District Attorney Charles M. Fickert at that time, did not accept the Oxman story at its face value, questioned the use of it, and refused to go to Oregon to arrange with Oxman for his coming here as a witness.

That Brennan corroborated Hand's opinion of another important phase of the testimony, and said on one occasion: "This won't do; it's bad business. We can't stand for that."

That the occasion in question was a rehearsal, in the rooms of the Police Commission, in the Hall of Justice, of the scene on the roof of the Eilers building during the parade. The Mooneys were on that roof during the parade.

Draper Hand went to Mayor Rolph as a citizen, and not as a policeman. Hand had come to the conclusion that Mooney and Billings were innocent and he wanted to do the right thing—to help as far as he could toward righting an injustice.

As Hand had more to do than any other policeman in handling the witnesses in the bomb cases, what he has to say throws a new light on the details of the frame-up and uncovers many nooks in the mysterious path of the prosecution.

In the course of a long period of time, Hand came to regard exposure of all that he knew as the only right course in the eyes of ultimate justice. When he worked in the police bomb bureau that handled the cases in conjunction with corporation detectives and the District Attorney's office under Charles M. Fickert, Hand saw how witnesses were led by suggestion, cajoled or directed by trickery to which they were made privy. He did his duty then as he saw it. He watched witnesses and evidence taken or rejected, according to the prosecution's scenario—the corporation dictated scenario—of the crime. But Hand thought it all over as he got past the stage of anger and passions and partisanship and he made up his mind to come through with the facts. He has.

The psychology of Draper Hand is simply that of a man who, following the course of a technical fidelity, did the work assigned to him and did it as well as he could—and then, when the events and the turmoil created by them had slipped into the past, gradually saw his work in a new light and felt that through the things in which he had had a share, injustice had been done—a grievous injustice, calling for rectification.

It was to do what he might toward bringing about that restitution that he went to Mayor Rolph, in the belief that what he had to say would help reopen a case that is legally closed, but which is far from closed in the minds of hundreds of thousands of Americans.

Hand's story is one through which pass the

figures that have been thrown into relief by the dramatic case covering four years—the figures of Frank C. Oxman, of Martin Swanson, the corporation detective, who had been trying for years to "get" Mooney; of John McDonald, alias McDaniels, who was going to ride back to Baltimore, as he said, on cushions—as a reward for his testimony. There are, too, the figures of the prosecutors: Fickert and Edward Cunha and the minor subordinates. And there are the figures of the defendants: Tom Mooney and Billings, both serving life; Rena Mooney and Israel Weinberg, acquitted; Ed. Nolan, whom the prosecution never brought to trial and against whom they admitted they had no evidence, although he had been held in jail for nine months, part of the time incommunicado.

UNEMPLOYMENT PROBLEMS.

With official reports from vital industrial centers indicating that a period of widespread unemployment has arrived in the United States, there is urgent need of adopting a constructive, permanent program of relief and prevention along the lines of the new and far-reaching unemployment insurance act which went into effect recently in Great Britain, according to a statement issued by the American Association for Labor Legislation.

An appeal is made for immediate, concerted efforts to avert a repetition of the tragic bread line crisis of 1914-15.

"Six years ago we had months of industrial depression," says the secretary, John B. Andrews. "Hundreds of thousands of workers were without jobs. Municipal lodging houses overflowed into city morgues where foot-sore and discouraged men on bitter nights slept in rows on the floor. We even had nightly raids on the churches by men who admitted they came to sleep in the pews. We had bread lines. Committees were organized, conferences were held, and many fine dinners were enjoyed where the unemployed were discussed. Mobs marched upon city halls, and investigators gathered statistics. Meanwhile, desperate housewives overturned push-carts upon the public streets, while rude workmen accustomed to meat were gently advised to eat fish.

"In the course of months," Dr. Andrews continues, "industrial conditions improved. And with the passing of that crisis, public interest in unemployment likewise passed away. It is one of the tragedies of this problem in America that public attention can be directed to it only in time of crisis, when energies must be concentrated chiefly upon temporary, charity relief. Another peculiarity of this problem is that as surely as night follows day and sparks fly upward one industrial crisis follows another. Abundant signs now indicate that we are to be revisited soon."

Dr. Andrews asks whether legislators believe that the army of unemployed in 1920-21 will be without leaders this time to dramatize the social and industrial responsibility for the plight of the workers.

"They will have a different leadership," he says. "They will not have forgotten the prolonged committee meetings and half promises of only six years ago. They may even suggest that profiteering—excessive prices—led the public to strike, to quit buying. They are asking why industrial managers should with impunity stop production. Already there are evidences of this as in circulars spread among workers declaring that 'you have produced too much. That's why you have starved midst plenty.' They are demanding participation in the control of industry.

"Out of the conferences of six years ago did come a practical program for the permanent relief and prevention of unemployment, including a nation-wide public employment service, systematic distribution of public work, regularization of industry, and unemployment insurance. But scarcely a beginning has been made toward its adoption in the United States."

Other industrial nations, the statement asserts, are safeguarding themselves against the human distress and social dangers of a hungry army of jobless workers.

"The British unemployment insurance act, effective to-day," it declares, "marks the most significant advance of a decade in this legislation. It expands the original unemployment insurance law of 1911 so as to provide increased benefits to unemployed workers, shortens the waiting period before out-of-work payments began and extends the scope so as to cover an additional eight million workers—making a total of twelve million workers insured against unemployment—a quarter of the whole population. The United States is wholly without this protection.

"Canada, like England and other industrial nations, has now established a national system of employment bureaus, the machinery of labor distribution that is a prime essential of an effective program. Yet, in the United States, the beginnings of a Federal-State employment service, developed to meet the emergency of war, has been scrapped by Congress. Forces must be marshaled to secure the adoption of an adequate, permanent system at the December session.

"Public work must be carefully planned, increasing in slack periods of private industry, so as to help equalize the varying demand for labor. Nothing beyond a few scattering efforts has thus far been attempted toward this end in the United States.

"Much unemployment is due to irregularity of industrial operations over which the workers have no control, with fluctuations of industry causing, periodically, an abnormal excess of labor supply over labor demand. Great credit should be given the few industries that have recognized their responsibility in this respect and taken steps to regularize production."

While efforts toward prevention and placement are essential, the statement adds, nevertheless, all these combined will not completely do away with unemployment. "Further efforts are needed to care for occasional but inevitable victims of industrial organization which does not itself provide regular employment," it says. "For those who need the protection the most, saving is most impossible. When possible it is not certain or probable, or even economical. Charity is tolerated because it is usually the only refuge in extreme emergency. It has the sanction of use only. But nothing better than this will be in sight until industry has a real awakening to its own best interest and the public with the co-operation of far-sighted employers and labor determines to make an end to this greatest industrial evil by adopting a scientific social remedy through unemployment insurance legislation."

The statement quotes approvingly a recent editorial in the Boston Herald, which says: "There is something fundamentally wrong with an industrial system which declares on the one hand that greater production is essential, that thrift is essential, and yet tries to solve the problem of under-production and profligate expenditure by closing down the factories and throwing men out of work."

CANADIAN SEAMEN

(From Secretary Hanson's Report.)

The membership of the Sailors, Firemen and Cooks' Union of Canada made preparation during the summer for presentation of their claims for an increase in wages through their representatives on September 1st and as expected the Canadian shipowners underestimated the strength of the union and the temper of the men by refusing to consider the demands of the men. As a result a strike was called September 15th to which the men responded in such a manner that the owners soon found it advisable to protect their own interest by dealing with the unions' representatives.

The strike lasted less than two weeks and by October 1st the men were back on their ships having gained recognition of the union and an advance in wages of $10 per month in all departments as well as establishing a uniform scale both for the upper and lower Lake ports on all the larges Canadian vessels on the Great Lakes.

Prior to the strike the several Canadian steamship companies paid the following varied scale to the seamen:

Ordinary seamen from..	$55 to	$75	per month
Coal passers from.....	55 to	75	" "
Second Cooks & Porters	65 to	75	" "
Watchmen and Lookouts	65 to	95	" "
Wheelsmen	90 to	100	" "
Firemen and Oilers.....	90 to	100	" "
Stewards, 2nd class ships	110 to	125	" "
Stewards, 1st class ships	120 to	135	" "

The companies who paid the smallest wages granted a $10 per month bonus at the end of the season to the men.

After the settlement of the strike, the following scale of wages was agreed to between both parties and the bonus system was abolished entirely:

	Per Month
Wheelsmen, Firemen and Oilers.....	$110.00
Lookoutsmen	95.00
Watchmen	95.00
Deckhands	70.00
Coalpassers	70.00
Porters	70.00
Second Cooks.....	80.00
Stewards, second class ships.....	130.00
Stewards, first class ships.....	145.00

Some of the questions in dispute were referred to the Minister of Labor for adjustment and this both parties agreed to while the seamen expect to receive another increase of $5 per month after a board of conciliation has investigated the controversy.

The difference in wages paid to seamen on Canadian ships and that paid to seamen on American ships on the Great Lakes is now reduced to $20 per month to the lowest or inexperienced and $15 per month to the highest or experienced seamen and considering the maritime laws of Canada, which are of no value to the Canadian seamen, it must be conceded that good progress and results have been obtained for these men through their organization and from assistance rendered them by the International Seamen's Union of America.

Labor will never realize its rights until it recognizes its wrongs.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Bankers Lecture Workers.

With mills and factories closing down and operating on short time all over the country, the American Bankers' Association, at its annual convention in Washington, called on labor to "produce more" that prices may be reduced.

The insolence of these money lenders brought spirited replies from President Gompers and Secretary Morrison of the A. F. of L. President Gompers declared that a survey of the activities of the bankers would shock the nation. Secretary Morrison called attention to the shutting down of the mills and asked if the bankers believed they could fool any one but themselves.

"The outlook," said President Gompers, "would be more encouraging if the money powers in control of production were not themselves engaged in subtle efforts to restrict production for the purpose of maintaining famine prices.

"The time has come for a careful survey of the activities of bankers and others intrusted with the processes of production and distribution of the world's needs. The workers are confident that an impartial analysis of the present business practices will so shock our people that those responding to an inordinate desire for gold will be compelled to relieve the suffering of the people."

Secretary Morrison said:

"Let the bankers tell their story of the need for greater production to the thousands of workers who have been laid off. Let them tell the coal miners to work harder.

"The miners are smashing all production records, and yet we find the price of coal is prohibitive, with bankers lecturing workers on the need for greater production.

"The Government's record of exports of manufactured goods does not sustain the bankers. Let them insist that the law of supply and demand, for which they profess such high regard, be permitted to operate. Let them call upon the trusts and combines to stop fixing prices and to stop closing mills and shops to maintain these prices.

"Our banker friends may fool themselves, but they are fooling no one else."

The bankers found themselves confronted by an awkward situation because of the charge by Comptroller of the Currency Williams that New York bankers were borrowing money from the Government at 4½ and 6 per cent. and loaning it for as high as 15, 20, 25 and 30 per cent. The bankers' convention adopted the usual method of those who are "caught with the goods" by raising the "stop-thief" cry. In resolutions passed, the Federal official was not directly referred to, but the bankers deplored any move that would weaken the people's faith in the bankers.

Comptroller Williams appears to have a chip on his shoulder, and to date the bankers are not willing to knock it off. The bankers, according to the Comptroller, have made millions of dollars profit, and their rates mean a grip on the nation's commerce.

The Comptroller answered the bankers' attack by the statement that rhetoric and eloquence is not a reply to facts that are sustained by sworn affidavits.

Child Rights Guarded.

In a survey of juvenile court legislation in this country the United States children's bureau calls attention to the new viewpoint of society toward future citizens.

Twenty-one years ago the relation of the father to his child partook of the nature of a property right. The courts could enforce this right, but, on the other hand, they were powerless to enforce the duty of the father to his child. Since 1899 every State has passed juvenile courts' laws except Connecticut, Maine and Wyoming, and these three States have legislated on questions usually included in juvenile court laws.

The extensiveness of this legislation, says the children's bureau, is the best evidence of the previous unsatisfactory viewpoint of the law.

Under the old law the delinquent child was dealt with in the same manner, with certain restrictions of age, as the adult offender. He was tried before a criminal court with all the formality and notoriety of a jury, sworn testimony and confronting witnesses. If found "guilty" the child suffered the penalty. If "not guilty" he went free. In no case did the law extend any constructive help.

Recent years, however, has recognized the right of the child to a reasonable minimum of care, of decency and of well-being. Consideration has been given to the natural impulses of youth and to the adverse conditions under which the child may have been reared.

Cigarmakers Stick.

One mass meeting of striking cigar makers at Tampa, Fla., smashed the expensive educational campaign of employers who have insisted that these workers are "falsely led."

The strike was called last April, and 14,000 workers, men and women, responded. It was a protest against the discharge of 200 shop committeemen. The bosses have been claiming that these workers are intimidated. To expose this pretense the strikers held a mass meeting and thousands of them were unable to secure admittance to the hall because of the crowd.

The strikers declare they will stick as long as bread is supplied them by fellow unionists and trade union sympathizers. The Cigar Makers' International Union has charge of this movement. Its appeal to organized labor for financial aid has been indorsed by the A. F. of L.

"Nature knows no 'baby act.' We must live up to her conditions or not live at all."—Henry George.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan, F. Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25. Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbodgade, 15 Kobenhavn.
Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.
Dansk So-Restaurations Forening, Y. Strandstrade 20, Cobenhavn.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

AUSTRIA

Verband der Handels-Transport. Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marcellino 6-2, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade Uniâo dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18. Rio de Janeiro

SOUTH AFRIÇA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The prospect of unemployment this winter is being considered by the British government. For the week ending September 24 there were 313,281 unemployed registered at labor exchanges. This is an increase of 6,400 over the figures for the previous week.

Land which is not in use in the immediate future may now be requisitioned for playgrounds in Austria. This law was passed July 22, according to reports received by the United States Children's Bureau. The land will be placed in charge of organizations interested in the promotion of outdoor recreation and will be used both by school children and young persons above school age. Owners of land will be paid for its use.

The scheme for industrial conscription for both men and women on the Bulgarian model has been worked out fully by the German government. It is mainly the work of Professor Schuecking. Compulsory work for one year is provided as a substitute for the former army service, with a view to increasing the sense of discipline among the masses. This proposal meets with great opposition from the Socialist and Democratic elements in the country, while the Conservatives naturally are in favor of it.

The Canadian Co-operator, published in the interest of the Rochdale system of co-operation, urges co-ops. to be alert to the dangers of centralization and bureaucratic control, which British co-operators are constantly resisting. "These Britishers," says the Canadian Co-operator, "appear to have found that eternal vigilance is the price of democracy, as well as of liberty. They have discovered that as democratic institutions grow in magnitude there is an ever-increasing danger of the same gravitating in the direction of bureaucratic control."

As a result of the strike of Argentine river and coastwise steamship crews, which has continued several months without a prospect of a settlement, eight of the largest steamers of the Argentine Navigation Co., known as the Mihanovich Line, and other property of the company, have been sold to the newly organized Uruguayan Navigation Co. The price paid is said to have been 7,320,000 pesos. It is understood the Mihanovich interests are negotiating for the disposal to foreign interests of some other vessels of its fleet, numbering more than 250, which have been tied up by the strike.

The overworked English wage earner will soon be a rarity, is the opinion of the chief inspector of factories and work shops, who says the shorter workday is rapidly replacing the old system of long, monotonous toil. It is stated that the shortened working hours has had a beneficial effect on wage earners, more so than any other recent improvement in industrial conditions. Better machinery [illegible] fatigue and overstrain, and no increase in accidents, despite the fact that more men are employed in engineering (metal) trades, are other marked results. With regard to sickness, the report cites a large factory where some years ago, the average number of absentees was 40 daily. Since the adoption of the 44 hour week the average has dropped to 10 daily.

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GREATEST IN THE HISTORY OF SAN FRANCISCO'S WATERFRONT

Our Store Will Be Moved to

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Corner of Steuart on or About December 10, 1920

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Union-Made Waist Overalls, each	$1.50
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Argonaut Union-Made Double-back Hickory Shirts	1.50
Blue Chambray Shirts	.90
Khaki Pants	2.50
Chalmers Heavy Cotton Ribbed Union Suits	2.00

ARGONAUT UNION-MADE HEAVY WOOL FLANNEL SHIRTS—BLUE, GRAY, OR BROWN, $3.50

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CAPT. CUGLE'S BOOK ON NAVIGATION

FREE INFORMATION OF THE MOVEMENTS OF ALL VESSELS UNDER EVERY FLAG

Lawrence Balbriggan Underwear, Ankle-Length Drawers and Half Sleeve Undershirts, each $ .75
Heavy Wool Underwear, per garment 1.75
Sweater Neck Navy Undershirts 40c and .65
Cotton Socks 15c and Heavy Wool Socks 40c to .90
Regular $3 Dress Shirts for 1.50
Brown Flannel Shirts 1.75

Nautical Instruments and Uniforms

SUITS, OVERCOATS, HATS AND SHOES IN PROPORTION

CAN'T BUST'EM UNION-MADE CORDUROY PANTS, REGULAR $6.50 AND $7.50 VARIETY, NOW FOR SALE AT $4.75

A visit to this store will convince you.

CAPTAIN CHAS. J. SWANSON

36 Steuart Street, near Market

In the Southern Pacific Building
SAN FRANCISCO, CALIFORNIA
Telephone Douglas 1082

INFORMATION WANTED.

Members of the crew of the S. S. "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members, and the respective amounts due thereon is as follows:

Amudsen, R. $22.50
Mattson, Geo. J. 22.50

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Sutter 4673. Residence Phone Prospect 2908.

INFORMATION WANTED.

Chas. T. Smith, Roy Dresser, Joe Ban, Autti Hanks, Thos. Wolstenholme, Chas. Fraser, W. B. Pierce, Karl Olson, William Holmes kindly communicate with John T. Smith, Room 411, 112 Market St., San Francisco. 10-6-20

Crew of the S. S. "Wasco," which signed on at New York March 19th and were discharged and arrested at the Cape Verde Islands about October 19th, will be good enough to report or communicate with the undersigned. The trial of some of the crew will come up shortly and I should like to join as many of the crew as possible in their action.—S. B. Axtell, New York, N. Y.
8-4-20

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A PLEASANT PLACE FOR ALL SEAMEN WHILE IN PHILADELPHIA. NO BOARDING OR SHIPPING. NOTHING TO SELL.
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San Pedro, Los Angeles Waterfront, Cal.

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A SQUARE MEAL
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Sailors' Outfitter
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The Old Reliable
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E. BENJAMIN, Prop.

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INFORMATION WANTED.

Arturo Longueira, age 18, who mysteriously disappeared at South Ferry, New York, on August 25th, or any one knowing his whereabouts, will please communicate with Secretary, Marine Firemen's Union, 70 South St., New York City. 10-20-20

AXTELL'S BOOK

"Rights and Duties of Merchant Seamen" for the use of seamen and officers, just out. Copies may be obtained by addressing

RIGHTS & DUTIES OF SEAMEN PUBLISHING COMPANY,
9 State Street, New York City.
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Pacific Coast Marine

The two concrete tankers "Palo Alto" and "Peralta," built at Oakland, California, for the Shipping Board, have been sold to the Lincoln Steamship Line of New York. The consideration has not yet been made public.

A contract for reconditioning of the motorship "Annie Johnson" has been awarded to the United Engineering Company. The "Annie Johnson," which is owned and operated by the Matson Navigation Company between this port and Honolulu will undergo extensive engine repairs.

It was announced that the new Standard Oil tanker "Charles Watson," launched recently at the Union Construction Company's yard, will be placed in the coastwise oil carrying trade to take the place of the tanker "George Loomis," which disappeared at sea in December, 1918, en route from San Francisco to Seattle.

Reports from the north received by the marine department of the San Francisco Chamber of Commerce stated that the motor-ship which went ashore just inside the mouth of the Nehalem river recently was not damaged by the accident. After a survey of the craft upon her arrival recently at Seattle the vessel started loading lumber.

It is reported that some San Francisco interests have decided to fit out a salvage vessel for operations on the West Coast, which will be welcome news to the underwriters on account of the paucity of salvage facilities in that section. It is said that the enterprise will be financed on a co-operative basis by underwriters, merchants and shipowners.

The first direct passenger service between San Francisco and the ports of South America since the war will be inaugurated by W. R. Grace & Co. in February. This announcement was made during the week. The steamer "Colusa," now under charter to the Pacific Mail Steamship Company, will open the new service. She is scheduled to return from India on January 20th.

With an unidentified member of the crew missing and believed to have been burned to death or drowned, the historic river steamer "Gold" was totally destroyed by fire at Petaluma, Cal., on November 8. The damage to the pier and a number of box cars, together with the cargo of merchandise loaded on the "Gold" and bound for San Francisco, is estimated at $150,000.

The oil tanker "M. F. Elliott," built by the Moore Shipbuilding Company for the Standard Oil Company of New Jersey, was launched at 12:45 o'clock last Saturday afternoon from the Oakland ways. Miss Dorothy Seapon, daughter of an official of the Standard Oil Company, sponsored the vessel. The launching was superintended by Joseph A. Moore and a large number of officials from the bay cities attended the launching. The tanker is of 10,000 tons, and has a capacity of 75,000 barrels of oil. She is one of the new fleet of 17 tankers being built at various American shipyards for the Standard Oil Company of New Jersey.

The Panama canal is rapidly paying for itself, according to a report issued by the Panama Canal Register. A record of the movement of vessels passing through the canal for the first six months of this year shows a total of 1324 steamers, against 1154 for the same period last year. The growth of business on the Pacific Coast with East Coast ports of South America and of the Atlantic seaports with the Far East promises an amazing increase, according to the report, and it is expected that the end of this year will show a heavy increase in the number of vessels passing through the canal over the number for the first six months.

K. D. Dawson, general manager of the Columbia-Packing Shipping Company of Portland, is back from a trip to eastern ports. He reports eastern operators turning their vessels back to the Shipping Board with the collapse of business in the Orient and adds that business in Cuba and the eastern coast of South America is very dull. Because of a drop in prices and exchange rates, some $12,000,000 worth of goods exported to South America remain in the warehouses because the importers refuse to take delivery. Mr. Dawson says it will require close and efficient operation hereafter to get a profit out of the shipping business.

Two thousand bottles of smuggled liquor have been seized on ships by customs inspectors at San Francisco since August 24th. During the entire eight months previous to this date seizures totaled only 6000 bottles. Two reasons are given by J. O. Davis, Collector of Customs, for the increase: More liquor is being brought in owing to lack of sufficient customs guards on the water front, and the fact that the men now on duty are growing more proficient in their new occupation of searching for contraband liquor. Davis will advertise the 2000 bottles for three weeks, awaiting owners to claim it. As no one is expected to admit ownership of the contraband, it will be sold to licensed dealers by auction, in the same manner the 6000 bottles seized earlier in the year were disposed of a few days ago.

The final chapter in the controversy of the Navy against the various oil companies of California and the Pacific Coast was written when a telegram was received at the headquarters of the Twelfth Naval District advising executives of the local naval headquarters that the General Petroleum Corporation agreed to supply oil to the Navy at $2 a barrel at the pipeline terminal of that company at San Pedro. This action takes away the last opposition to the Navy in getting a supply of oil at the quoted price of $2 a barrel, and it closes a series of conflicts which included seizures by armed forces, mandatory orders from Washington and a long series of unpleasantness between naval officials and executives of various oil concerns. As the result of this termination of the struggle, the Navy gets oil at the $2 price from any terminal pipe line of any company on the Coast, and it pays $2 a barrel plus transportation charges at any other point.

Operating expenses of the United States Shipping Board in the Pacific Coast offices have been curtailed to an extent whereby the Government will save nearly $600,000 annually, according to a report received from the offices of Admiral Benson, chairman of the Board. The report stated that a general reduction in the overhead expenses of the controllers' division of the Shipping Board would result in a million dollars saved yearly. Sale of the Government shipyards at Seattle is now under consideration, according to Admiral Benson. Yard No. 1 will be stripped and a survey will be made to determine whether the present shipping situation warrants the continuance of the Government's yard No. 2 at Seattle as a repair yard. The move is part of the policy announced by Chairman Benson some months ago, in which he stated that unless means were taken to curb the present expenditures of the operation of the Shipping Board, the Government would be hard pressed to secure funds for its maintenance.

"There is no harbor in North America equal to the harbor of San Francisco either in natural conditions or equipment," said John H. McCallum, president of the State Board of Harbor Commissioners before the Mutual Business Club at San Francisco. McCallum has recently returned from an inspection trip to every large harbor in the United States and Canada, and not only speaks from actual comparison but from reports of the best harbor engineers in America. This condition is due to the fact that San Francisco's harbor is State owned and operated by the State. He pointed out the fact that the forty docks are connected by rails of the Belt line, bringing railroads direct to the ship; that the 15 cents per ton charge on foreign trade is the lowest rate in the United States, and that from this revenue all expenses are paid, with from $30,000 to $40,000 per month being set aside for permanent improvement. San Francisco can handle at her docks 240 vessels a day, or close to 1,000,000 tons of shipping a month. In all the experience of the Commission, McCallum said, not one complaint has been set to record, due to the advisory board of twenty prominent business and shipping men who assist the Commission in carrying out their policy of a square deal to every man, big or small, who has business on the docks of San Francisco. McCallum closed his address by inviting the members to visit the docks and familiarize themselves with the best and largest port in America.

The first of the Shipping Board's new, palatial liners, known in steamship circles as the "535s," built to compete with foreign vessels in the Pacific passenger trade, will be delivered to San Francisco operators on January 15. The first of the new steamships to come here will be the "Wenatchee," which has been allocated to the Admiral Line. In quick succession the "Keystone State" and the "Bay State" will be delivered. Leaving New York on January 29, the "Wenatchee" will touch at Havana on February 1, departing two days later for the Panama canal. She is expected to reach San Francisco on February 18. These new liners represent the last word in the art of shipbuilding. Each has a capacity of 559 passengers and is capable of maintaining a speed of 17½ knots an hour. Their accommodations include a music room, palm garden, veranda, library, writing room, ballroom with marble floor and glass-inclosed promenade. The staterooms range from four-room suites, consisting of sitting room, bedroom with twin beds, maid's and trunkroom, to those of standard size, accommodating two and three passengers each. Practically all of the staterooms have connecting showers and baths and are luxuriously furnished. It is announced that the entire fleet of 15 will be out here by spring. Five of these vessels are allocated to the Admiral Line, five to the Pacific Mail Steamship Company and five to the Matson Navigation Company.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

International Seamen's Union of America

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(Continued on Page 11)

The Seamen's Journal

Published weekly at San Francisco
BY THE
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PAUL SCHARRENBERG.....Editor
S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, NOVEMBER 17, 1920.

PROGRESS OF THE I. S. U. OF A.

The current report of Secretary Hanson of the International Seamen's Union of America contains facts and figures which should give hope and encouragement to the most confirmed pessimist.

During the three months ended October 1, covered by the report, the membership of the International Seamen's Union of America has increased by 7,242, making the total number of members in good standing—113,307.

During the same period the cash balance in the treasuries of the District Unions was boosted upward to the tune of nearly $100,000, making the total assets on October 1—$1,320,332.74.

Secretary Hanson has a deserved reputation for being modest and disinclined to crow. But on the strength of the beforementioned showing even our ever cautious and unassuming "Tom" cannot refrain from making a few appropriate remarks.

To quote our International Secretary:

> The information obtained from secretaries of District Unions and compiled in the enclosed Quarterly Report make it evident that the International Union is in a very healthy condition both in membership and funds and should prove to the individual that never before in our International Union's history has such progress been made nor such results obtained as are now enjoyed by nearly 115,000 members, who compose the largest and best conducted organization of seamen in existence that we know of.
>
> These expressions should not be labeled "Boast" as they are intended for those who desire to "Boost" the International Union and will be found true if investigated. The duty of all is to utilize the ability and energy we possess to guard against such attack as may endanger our Union in its onward march for bigger and better things for all seamen.

Our Secretary's comment on the progress of the seamen's trade-union movement is timely.

The American seamen and the American Seamen's Union movement have passed through many trying times and severe tests. The American Seamen's union movement has developed and progressed through lean and fat years by a gradual and practical process. Practically every advance made and every improvement attained have only been secured by a constant and determined struggle against opposition and barriers which at times seemed insurmountable.

With every forward step the merchant seamen have gained in public favor and influence. Our Union's standing with the American people has never been so high as it is today. Its constructive attitude and conduct, its loyal support of the government during the war; its reasonable and humane policies have earned for the seamen of America a public recognition never surpassed by any movement of the wage-earners.

History here and elsewhere discloses the indisputable fact that wherever revolutionary policies were pursued, wherever passion supplanted reason and good judgment, wherever progressive measures were displaced by destructive methods, invariably destitution, suffering, ruin and chaos followed in their wake; better things to come were delayed and the hope of a brighter day was dimmed, if not destroyed.

It is fortunate, indeed, that our International Union has always heeded this lesson from history. And with a continuance of that constructive policy it matters not, what the future has in store. Hard times, unemployment, in fact every storm can be and will be weathered by adherence to methods that have proved sound and never failed under the acid test.

THE SHIPPING BOARD MUDDLE.

President Wilson has finally completed appointments for the new Shipping Board, after allowing five months to elapse since the passage of the merchant marine act, which enlarged the board from five to seven members and increased salaries from $7500 to $12,000.

The new board is made up of four Democrats and three Republicans, the law requiring that not more than four members shall belong to one political party. Under the law's requirements two members represent the Atlantic Coast, two the Pacific, one the Gulf States, one the Great Lakes States and one the interior States.

The appointments follow:

Atlantic—Admiral S. Benson, Georgia, Democrat; John A. Donald, New York, Democrat; incumbents.

Pacific—Joseph T. Teal, Oregon, Democrat, lawyer; Chester H. Rowell, California, Republican, newspaper publisher.

Gulf—Frederick I. Thompson, Alabama, Democrat, newspaper publisher.

Great Lakes—Guy Goff, Wisconsin, Republican.

Interior States—Charles Sutter, Missouri, Republican; shipping interests.

Admiral Benson, designated by the President to continue as chairman, was appointed for a six-year term; Thompson, five years; Teal, four years; Donald, three years; Rowell, two years; Goff and Sutter, one year.

Men who are rated as "wise ones" among politicians declare it is significant that the President gave the four Democrats the long terms. And, they say, this makes it a certainty that the Senate will refuse to confirm the appointments and that Harding will name a new board on March 4.

Under the circumstances it is very obvious that the men just appointed cannot, with the best of intent, render effective and efficient service. Men who are merely "filling in" on jobs until the Republicans assume control will have a difficult task in an exceptionally difficult situation.

In the meantime the charges made public during the week by the Congressional committee investigating Shipping Board graft have caused a sensation. The charges made by Investigator J. F. Richardson include sweeping accusations of graft, corruption, bribery and stupidity. Among the definite accusations made by Richardson are that political influence was used in obtaining allocation to new operating companies; irregularities in sales and adjustment of claims; that profitable cargo was handled by companies in their own ships while the less profitable was sent out in Board ships; and that grafting by Board officials was frequent.

It would appear therefore that the newly appointed members of the Shipping Board will find anything but a bed of roses when they settle down to duty. Really, it is a deplorable mess and can have only one final result: A general, overwhelming demand for the prompt disposal of all Government-owned merchant vessels and the total abolition of the Shipping Board just as soon as possible.

It should be made plain, however, that the seven men who have accepted the President's appointment under these conditions can scarcely be held responsible for the muddle. Moreover, in signifying their willingness to serve the country, knowing full well what is before them, these men have already shown genuine public spirit and are therefore entitled to every sort of commendation.

THE 48-HOUR WEEK.

Readers of the JOURNAL will recall that the International Conference, which met in Genoa, Italy, during June of this year under the auspices of the League of Nations, failed by a narrow margin to adopt the "draft convention" for the forty-eight hour week. The full text of the defeated draft convention was published in the JOURNAL, dated Sept. 15.

The regular meeting of the International Seafarers' Federation, held at Brussels, Belgium, in August, took due notice of this refusal to establish the forty-eight hour week for seamen. On motion of the delegates from France the meeting at Brussels thereupon decided:

"1. To select a delegation that will have for its mandate to go to the Director of the International Labor Bureau and ask him to organize an arbitration where the shipowners' delegates and the seafaring men should be heard.

"2. In case such arbitration should not take place the International Seafarers' Federation is to organize an international manifestation by declaring a strike of 48 hours in all ports;

"3. If, following this first movement, the shipowners and governments still remain obstinate a strike committee, selected by this conference, shall meet in order to fix the date of a strike without limitation and to make all arrangements necessary to carry the strike to a successful conclusion."

The committee provided for in the first paragraph was elected and, according to information just received, recently met Mr. Thomas, the Director of the International Labor Bureau (functioning under the League of Nations). The meeting was held in London and Thomas Chambers (Great Britain) acted as spokesman for

the seamen. To begin with Mr. Chambers pointed out that the Conference at Genoa had shown nearly everybody of the opinion that the seamen should be included in the forty-eight hour week, and while admitting that he was not quite clear as to who should act as arbitrator for the conference proposed above, he felt sure that if the meeting could be arranged all parties should be bound to accept the arbitrator's decision, and he appealed to Mr. Thomas to use all his influence to get the two parties together.

Mr. Thomas stated that he agreed with Mr. Chambers that a plan ought to be drawn up before such a meeting was called, and he suggested that a national meeting of the owners and seamen should first be held in each country.

Mr. Chambers replied that so far as England was concerned they were quite prepared, but it was thought that the International Labor office should take the initiative in calling an international conference.

Mr. Thomas then agreed to write to the shipowners. It was also mutually agreed that the meeting to be called should deal with the entire subject matter embodied in the draft convention of the Genoa conference and refer to arbitration only such points on which it was not possible to come to an agreement.

It was further agreed that the basis of representation for said meeting should be two delegates from each country—one for the employers and one for the employes.

In closing the conference Mr. Thomas asked: "If the owners should agree to come to an arbitration, but refuse to use the draft convention as a basis, would he then be permited to ask the owners what they were prepared to discuss?" It was agreed that he be given such authority, but, should the owners refuse, then the second paragraph of the resolution adopted by the Seafarers' Federation would be carried into effect. The selection of the meeting place for the conference was left with Mr. Thomas.

So the struggle for the shorter workday at sea and in port is progressing with every indication that it will not be necessary to resort to the strike.

THE WORLD DOES MOVE.

In commenting on the compromise settlement of the British coal miners' strike, the San Francisco Argonaut, a paper with a pronounced anti-union labor policy, says:

The danger, ... is by no means over, nor will it be over until basic human rights receive a warmer recognition in England than has been the case heretofore. Industries that must be kept alive by the social degradation of a million men must either be reorganized or they must disappear.

A few years ago our contemporary vigorously denounced American trade-union officials because they had made similar statements about certain home industries. But distance seems to lend enchantment and it is a genuine pleasure to say that the world and The Argonaut "do move"!

A strike is a method, and frequently the only effectual one, or protesting against injustice. If the public could be got to take action upon a mere statement of the facts they would have less occasion to complain of the hardship inflicted by strikes upon "the innocent third party."

RADIUM'S USE IN INDUSTRY.

A New Element in the Safety Movement That Is Likely to Become an All-Important Factor.

Radium, the most mysterious and most powerful element known to science, which has the greatest power of all discovered sources of energy, has now been linked with the safety movement and will lend its power to the prevention of avoidable accidents. So great is its power that one gram is sufficient to raise a ton of water from the freezing to the boiling point If one ton of it were harnessed to a ship equipped with 1500 h.-p. engines, the ship would be propelled at the rate of 15 knots an hour for thirty years.

Radium is best known to the world through its curative properties in the treatment of cancer and through its commercial value in making radium luminous material. The power of radium was made known only a few years ago through the efforts of a Polish woman scientist and a French and an American professor. Radium now treats thousands of cases of cancer annually, preventing death and eliminating a great deal of suffering.

Radium's role in industry as a life saver is less spectacular, but perhaps even more important than it is as a therapeutic agent. The great mass of accidents in factories, in mines and in other industrial institutions where darkness is a creator of danger are being eliminated through the newest invention of science—radium luminous material. Radium illuminated watches are familiar articles. The same material that illuminates these is now being employed in great factories on all power line switches where fumbling might mean electrocution to the operator.

High-pressure gauges, which are installed as an insurance against dangers, are deprived of a great deal of their safety value through inconstant lighting. Their dependability as indicators is increased tremendously through making them safe 24 hours a day by the application of radium luminous material, which is invariably luminous in the dark. Steam gauges and water gauges of all sorts are making use of radium to increase safety.

Electric switches are often set in places which are unlit. This includes electric lighting equipment, which is usually visible only after the light it controls has been turned on. A spot of radium luminous material on the bottom or switch makes them easily located in the dark, so that in emergency they may quickly be made use of.

Likewise a fire alarm or a fire extinguisher is deprived of a good deal of its efficiency through being invisible in the dark. Radium luminous material acts as a quick locater for them. Telephones which are often necessarily found quickly in the dark in emergencies, various emergency call bells, and revolvers are made more useful through the application of undark. Gun sights, illuminated, insure accuracy of aim in the dark. The need of luminating poison bottles, so that they may stand out warningly in the dark, has been demonstrated too often to need further dwelling on. An interesting safety device is the safe combination whose dial is radium luminated, so that no artificial light need be used for it.

The industrial uses of radium luminous material are many. Bolts that are necessarily attached to the dark underportions of machines and equipment are being touched with dabs of this luminous material with a consequent great saving of bloodshed. In mines, where the carrying of oil lamps or the placing of electric lighting equipment is not feasible, radium has been found to be a boon to humanity. There are dark corners in the dark underground channels which miners must traverse, corners where danger lurks—these are made safe through the unvarying luminosity of radium.

The value of radium to mariners is commencing to be recognized. Not only the compass dials, but the steering wheels, the gauges, and other instruments which should be instantly and uninterruptedly visible have been touched with radium. Motorists, motorcyclists and the operators of any machinery which has indicating dials, or gauges which tell of the speed of the motor or the quantity and mixture of fuels and oils, are finding the solution of their difficulties in radium luminous material. The hazard of uncertainty has been reduced.

While radium is the most valuable element in the world—a gram of radium, which is about a thimbleful, costs $120,000, as opposed to $150 for an ounce of platinum. So powerful is it when mixed with other materials that even the minutest particle is effective in making material self-luminous for years. It is this quality which makes radium luminous material commercially possible.

The great value of radium is due to its scarcity, and to the great difficulty in isolating it after it has been found. Much of the radium of the world is now found in America, in carnotite fields. A great portion of this comes from the Undark Radium mines in the Paradox Valley of Colorado.

The ore is found in narrow seams in the ground. It is sorted and packed in 100-pound sacks and transported sixty miles to the nearest railroad station on the backs of burros and

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Nov. 15, 1920.
Regular weekly meeting came to order at 7 p. m., Andrew Furuseth presiding. Secretary reported shipping medium; members ashore plentiful.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.
This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

Vancouver, B. C., Nov. 8, 1920.
Shipping very dull; prospects uncertain.

R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Nov. 8, 1920.
Shipping dull.

H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Nov. 8, 1920.
Shipping dull.

P. B. GILL, Agent.
84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Nov. 8, 1920.
Shipping dull.

CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Nov. 8, 1920.
Shipping dull; prospects uncertain.

JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Nov. 8, 1920.
Shipping dull; members ashore plentiful.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Nov. 8, 1920.
Shipping slack; prospects uncertain.

JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Nov. 12, 1920.
Shipping slack. Balloting on officers for the ensuing term and delegates to the I. S. U. of A. convention was proceeded with.

EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Nov. 3, 1920.
Shipping quite slow. Balloted on officers for the ensuing term and delegates to the I. S. U. of A. convention.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock. Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro, Nov. 3, 1920.
Shipping good. Men scarce. Balloted on officers for the ensuing term and delegates to the I. S. U. of A. convention.

JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED.

John R. Rauer, No. 1641, a native of Tennessee, age 30. Died at Kobe, Japan, September 26, 1920.

It is stated in the Japan Advertiser that a law establishing a maximum and minimum loading capacity for freighters will be introductd in the next Diet. This is a new departure in Japanese shipping regulations, and it is believed that the law will be applicable to foreign vessels as well as to Japanese ships.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

PERJURY OR PERSECUTION

We are all accustomed to hearing of the false and forcible imprisonment of seamen in foreign ports on one flimsy frame-up or another, negotiated by agile-minded skippers with the official assistance and personal connivance of obliging consuls.

Such cases, however, are the usual outgrowths of lingering displays of detestable motives—"hatred, malice or revenge"—cherished against the unfortunate victims and revealed in unlawful outbursts of tyrannical authority by unprincipled masters.

A designing skipper who fails to get a sailor into chokee for something he has done, will invariably land him there for something he hasn't done. The result is the same, only the policy is different.

But here comes a wily skipper who slyly decoys his entire crew right into prison, keeps them there twenty-six days on starvation rations, then has them transported without a hearing and beached in New York minus their wages—and all because they refused to commit perjury to cover his blundering stupidity and save his owners an unjust claim for marine insurance.

The potential villain in this deep-laid plot is Captain Alex Georgadia, a naturalized but unregenerate Greek, master of the schooner "Ruth E. Merrill." His official intermedium was the Spanish consul at Hamburg, and the victims are seven colored seamen, all members of the Eastern and Gulf Sailors' Association, and all of them residents of New York City.

The names of the complaining members are: Samuel Small, Charles Ellis, William Folberg, Gervis Cilion, Isaac N. Matticks, Alfred Delancy and Iglon Cyrus. The substance of their combined tribulations as set forth in a joint affidavit, submitted to both the Federal and City Courts of New York on October 25, 1920, in a suit for damages, wages, extra compensation and other relief against the master and owners of the "Ruth E. Merrill," may be briefly summed up as follows:

All the petitioners were signed as able seamen at Norfolk, Va., on July 1, 1920, for a voyage to Finland and return, at the going rate of $100 a month.

The voyage across was pleasant and uneventful until they dropped anchor in the North Sea about 10 o'clock on a midsummer morning. According to the captain's reckoning they should have been up to the lightship when the anchor was dropped, "but," declare the deponents, "although the weather was clear we could see no lightship."

When the anchor was let go, Ellis and Folberg were assisting the first mate, Mister Allen, who was in charge of operations on the forecastle head. After a great scope of chain had been paid out, Ellis was ordered into the chain locker to see how much cable was left below. He came back and reported that only about five fathoms remained in the starboard locker and that the end of the chain was unshackled from the keelson bolt, but that there was a spare shackle and pin lying on deck which evidently belonged to it.

The mate paid no attention to Ellis's report, but secured the compressor and went aft.

About 12:30 that night the mate came forward, mounted the forecastle deck, where Ellis was keeping anchor watch, and without a preliminary word released the compressor and let the last link of the starboard chain fly round the wild cat the hawse pipe. The ship being now adrift, Ellis proposed to go aft and call the old man, but Mister Allen halted him with an order to clear away the port bower. The port anchor was accordingly let go, "and," says the affidavit, "the weather was fair; air clear; no wind to speak of; very little sea. Any rowboat could have negotiated without difficulty, and there was no strain on the anchor chain at any time."

Next morning the "Merrill" was got under way and picked up the lightship about 5 p. m.

"Good sailing breeze," says the sailors' log, in this connection. "Ship sound and seaworthy. Port anchor raised without difficulty. We dropped anchor at the lightship at 12 o'clock midnight."

The following morning, about August 27 or 28, by a rough calculation, a tug arrived to tow the "Merrill" into port, and after taking her hawser on board the order was given to heave up.

In this instance Mister Allen and the second mate, Mister Hurlston, were on the forecastle-head together with Small and Delancy as helpers.

Mister Allen locked the windlass on a half turn, or thought he had and started to heave. The slack chain came in readily enough, but in tripping the anchor the windlass jammed and broke the clutches and there was no more "heave away." An attempt to break out the anchor with the spanker boom tackle and the donkey engine used as a double purchase, resulted in breaking the block hook on the tackle, but nothing else.

Whereupon Captain Georgadia, in great excitement at the delay, ordered the mate to "cut away" and let the anchor chain go by the run, which he obediently did.

The "Merrill's" course was then changed to Hamburg to obtain anchors and equipment.

About September 4, according to the affidavit, the skipper took seaman Small and the second mate ashore with him in Hamburg "to sign a paper."

The character of the "paper" was not divulged to them at the time. When he got them ashore the captain left the two men in a barroom to wait for him, and disappeared for some time.

Upon returning the captain generously offered to settle for the drinks presumably consumed in his absence, but upon being told by the men that they had ordered no drinks and owed no bills, he said: "All right, we will go to the Consulate and sign that protest."

"What protest?" inquired Small, suspiciously.

"About losing the anchors and chains," replied the surething skipper.

"I'll not sign any protest alone," demurred Small. "Why don't you bring all hands?"

The skipper then instructed the second mate to return to the ship and bring another man.

The second mate went aboard and returned to the Consulate, bringing seaman Charles Ellis.

But Ellis also refused to sign the "protest" and advised the skipper to bring the engineer.

When the engineer arrived the "protest" was read over to him, but he likewise protested that the statements therein were "not true" and refused to sign it.

The captain thereupon exclaimed: "Unless you fellows sign this paper I will send you to jail."

"Next day," continues the affidavit, "two policemen came aboard and took the engineer ashore. We haven't seen him since. It was rumored, though, that he had been paid off."

Two days later, on September 7, at 8:30 a. m., the mate came aboard, bringing two policemen with him, and ordered all the seamen to "get ready to go to the Consulate."

They all got into the boat unsuspectingly and pulled ashore. Then they were ordered to get into a covered wagon which was waiting on the dock and were driven rapidly uptown.

"The wagon was so enclosed," say the deponents, "we could not see where we were going and when we jumped out we jumped into jail."

They had simply been decoyed into the common jail for refusing to commit perjury, and were kept there twenty-six days on a diet of "bread and cabbage," they assert.

The crew wrote to the consul the day after their arrest, inquiring why they had been imprisoned. Three days later they received a reply stating that they had been arrested on the strength of the captain's allegation that they had refused duty "and threatened him with bodily harm."

The men wrote again to the Spanish consul, denying these allegations of the master and demanding a hearing, but received no further reply.

On September 24 the skipper visited them in jail and told the men he intended to send them home in the next boat.

"Why have you got us in here, captain?" demanded Ellis.

"The mate says you were fighting on board the ship," the skipper is said to have replied.

The seamen then asked the skipper to have the mate brought ashore and let him prove which men had been fighting.

"You are fighting all the time," blurted the skipper. "Now will you sign that 'protest'?"

"No!" they all shouted defiantly.

"Then stay there!" barked the baffled perjurer and left them.

On October 2 the crew of the "Ruth E. Merrill" were released from jail and placed on board the S. S. "Manchuria" and arrived in New York, October 15, 1920.

Upon arriving in New York the persecuted but unperjured seamen made formal demand upon the Olympic Steamship Corporation, 76 Broad street, owners of the "Ruth E. Merrill," for the payment of their wages. But they were informed by the officials of the concern that no report having been received from the captain as to them, their wages could not be paid.

The aggrieved and persecuted seamen thereupon appealed to the Eastern and Gulf Sailors' Association for protection and redress, and suit has been entered in their behalf as aforesaid in the sum of $2,000 each.

The legal developments in this case will be watched with intense interest by the organized seamen.

If the seamen's charges against that Greek skipper are well sustained by the evidence adduced in the trial of the case, he should be disrated for stupidity, imprisoned for perjury, and then denaturalized and deported as an undesirable imposter. J. H. W.

SEA-TRAINING OR SUJI-MUJI

We respectfully recall to the serious attention of our manjack members the leading editorial published in the JOURNAL of October 13, last.

In discussing the problem of practical sea training the editor takes broad issue with the yacht cruising advocates and insists upon the real ship as a sea school. In support of his argument—if any were needed—he submits the sworn affidavit of two practical bos'ns lately in the training ship service. This affidavit only reaffirms the irrevocable conviction of all real seamen, that so-called "training" ships are a maritime nuisance and a useless public expense. A ship that earns nothing teaches nothing. It matters not whether she lies alongside a dock or goes skimming along the coast, her crew, and especially her cadets can never see any use in being there.

Practical seamanship does not consist in holystoning decks, polishing brass and sujiing paint work. That is a housemaid's work. We can never create practical, case-hardened, hard-fisted, honest-to-God sailors of the bulldog breed by subjecting boys to long hours of stupid, useless, time-serving drudgery on a ship that has nowhere to go and nothing to do.

We have never yet known a man or a boy—a training-ship graduate, worth his salt under sail in a merchantman—and the longer he has been trained the longer it will take to untrain, and then **real** train him and make a sailor of him. In the majority of cases it is impossible to retrain him because his faculties have become set in a wrong mold like a plaster cast and are no longer pliable.

Whatever a man learns first he usually remembers longest, and a man trained as a dolt will never become a scholar. The right way to train men for the sea, is to send them to sea right.

If a fraction of the many millions of dollars squandered and diverted through the Emergency Fleet Corporation during the war on the construction of clap-trap wooden steamers, that can neither be operated or given away, had been judiciously expended in the construction and equipment of a large serviceable fleet of stately sailing ships to be owned by the Government and operated on Government account we would now have in service in the merchant marine a very large body of thoroughly trained, competent, true-hearted American seamen that would be an honor to the service and a credit to the country. And in addition we would have a permanent fleet of very serviceable and highly profitable wind-jammers to supply our public needs, serve as supply ships to the navy and naval bases, and preserve the arts of practical seamanship and uphold the highest, truest and brightest traditions of sea service at the same time.

The great opportunity was lost in a riotous orgy of public extravagance. But the men, the means, the material and the opportunities are still with us if the will only exists.

The gods created Cape Horn and the Cape of Good Hope to prevent molly-coddles from becoming wise; they are the two most instructive points in the world, and our merchant marine will never be worth a paper mask until we can breed and educate a class of seamen who are able to negotiate them in wind-jammers. If this does not mean business it means training, and training and education are the foundation and forerunners of all business.

The caravels of 1492 were the hope of 1920. But our government policies are evidently too intimately controlled by big business projects to bother about training seamen; not money enough in it to satisfy maritime investors. It is up to the seamen's unions therefore, to undertake the great work of training their own members. When it becomes known and recognized that Union Seamen are the best trained and best experienced afloat, and when union graduate and post graduate certificates are acknowledged as standards of character and training par excellence by government authorities and marine experts, then the organized seamen will take their rightful and logical place among the most useful and highly respected citizens of their time and their services will always be in high demand.

Then the maritime prestige of our country will be restored and American boys will remain at sea.

J. H. W.

OFFICIALLY SHANGHAIED

That a seaman can be shanghaied officially by an American immigration inspector in the interests of foreign maritime competitors is amply demonstrated in the case of Comrade K. A. Korner, A. B., just submitted to us in a communication from Mr. Julius Nelson, agent at Newport News, Va., of the Eastern and Gulf Sailors' Association.

The complaint of Comrade Korner is contained in a letter written by him on October 12, 1920, when about to depart for Europe in the British S. S. "Singapore," and is addressed to Mr. Nelson in the hope that his case may be noticed. Comrade Korner also appears to be expecting some money—from what source he does not indicate in his letter—which he wishes the Union Agent to protect for him until called for.

In his communication to the Agent, Comrade Korner states that he was discharged from the American S. S. "Portsmouth" at Buenos Aires. There being no shipping going on at Buenos Aires at the time, probably owing to the harbor strike, Korner was obliged to stow away in the British S. S. "Norumbega," bound to New York. But the "Norumbega" called at Newport News for coal, and there Korner was taken ashore and locked up in the County Jail, apparently without inquiry or official hearing, and kept there thirteen days.

Comrade Korner, a Dane by birth, holds a Danish passport, an American seaman's certificate and identification card, was bos'n of the "Portsmouth" when discharged at Buenos Aires, and is also a member of the Eastern and Gulf Sailors' Association. Yet in spite of all these evidences of personal standing and regularity, he was arrested as a stowaway simply because it could be done.

Korner claims to have been sailing in American ships for a number of years, and if this is so we can see no good purpose to be fulfilled by denying him the right to land without due and diligent inquiry.

On October 12 an immigration official visited Comrade Korner at the jail and asked him if he was willing to sign in an English ship bound to France. Upon agreeing to this proposal Korner was taken to the Custom House and introduced to the British captain. But when he demanded American wages, the limejuicer replied that he would pay only British wages, £14 10s. per month. Korner rebelled at this and insisted that he could not sign below the union scale of wages; whereupon the immigration official threatened him with another term of imprisonment if he refused to sign as ordered.

So Korner was virtually shanghaied and forced on board a foreign ship by an American official, and compelled under threat of imprisonment to sign for a foreign rate of wages far below the American scale, and proceed to a foreign port with no provision for his return to the United States.

It is just such high-handed and dishonorable actions as the foregoing on the part of sworn officials of the United States Government that is preventing good Americans from becoming seamen, and good foreigners from becoming citizens, and placing the American merchant marine at a serious and unjust disadvantage in competing for the world's trade.

This case demands and should receive the closest official scrutiny and legal inquiry, for if such practices are permitted to continue unchallenged there is no knowing how far they may extend. J. H. W.

COAST NOTES

Comrade G. H. Brown, who is now making an educational tour of the Atlantic and

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OUR WASHINGTON LETTER.

(By Laurence Todd.)

Due to a nationwide tidal wave of disgust and resentment at the betrayal of pledges by the Wilson administration, a hundred separate elements and groups among the voters of the United States joined, on November 2, in kicking out the Democrats and putting the Republicans in control of national, State and local government. Most of the Republican nominees this year were actively reactionary and anti-labor. The Republican platform was hostile to every principle of trade unionism and especially hostile to public ownership and democratic operation of the basic industries. Hence the country wakes up, after the election, to wonder how soon the new Congress and the Harding administration will "smash the labor unions."

Trade union spokesmen are not blind to the danger. They see the railroad managers breaking the National Agreement in a manner that invites a railroad strike. They see the coal operators looking for more trouble. They see the steady increase of unemployment, accompanied by the demand in the editorial columns of the reactionary press for "deflation of labor." Half-baked politicians who have been pitched into office by the political tide of this campaign are saying that they will enact a law forbidding employes of the Government from belonging to any union affiliated with the A. F. of L. Seeing these signs of rough weather ahead, the responsible officials of many of the big labor organizations are proposing to each other that a national conference be held to plan out measures for their mutual defense.

William H. Johnston, general president of the Machinists, who made this suggestion, believes that the thing to be done is to launch an all-inclusive Labor Party—one which will represent the determination of the whole labor movement to defend the liberties of its members against any assault which the junkers may now make. Officers of the Steam Shovel and Dredgemen, the Railway Signalmen and the Marine Engineers—the ones having headquarters here—approve the idea of a conference. They frankly admit that the prospects are dark, and that all possible defensive measures should be agreed upon and carried out at once.

What the railroad labor organizations think of the result is indicated by their paper, "Labor," as follows: "First, the American people are sick and tired of war. They failed to support the Wilson League of Nations because they feared Article X would involve us in the bloody conflicts of Europe. But they are in favor of an association of nations which will end militarism and substitute arbitration for war. The close of the campaign found all the candidates shouting 'Vote for me and I will keep you out of war'. The voters have taken them at their word, and woe betide the individual or the party that disappoints them.

"Second, Cox suffered terribly because his party had failed to take an advanced position on domestic problems. The Democratic national platform was written by the Democratic reactionaries of the Senate. Senator Glass reactionary of Virginia, was chairman of the platform committee. Senator Robinson, reactionary of Arkansas, who helped Cummins put the Cummins-Esch bill through the Senate, presided over the convention. Senator Pomerene, reactionary of Ohio, and Senator Underwood, reactionary of Alabama, were premitted to write many of the most important planks. These men had delivered their party to Wall Street in the Senate. When they had passed the Railroad bill and other legislation in the interest of Big Business, they could not be expected to frame a progressive platform."

How the other side looks at the returns is indicated by an editorial in the Wall Street Journal, which calls upon the Republicans to forthwith enact a Federal law requiring the incorporation of all labor unions, together with a secret ballot on all strikes. It demands the immediate repeal of the Clayton anti-trust act amendments which safeguard the right of wage workers to organize and strike.

Governor Allen of Kansas has been re-elected by a huge majority—reported at about 200,000. Like Coolidge, the labor-baiter, he becomes a national figure because of the political success of his advertising as an enemy of unionism. The new administration will probably have scores of these fanatical junkers in high public positions. Harding may be expected to follow the example set by Taft, in picking out many of the most malevolent brains of this type as judges to plague the Federal bench for the next twenty years or more.

Harding goes to Panama to look over the Canal and to discuss the wisdom of re-enacting the preferential canal-tolls law, which was repealed at the demand of President Wilson. W. R. Hearst, who still has hopes of getting back the Mexican lands given him by the late dictator, Diaz, suggests that Harding consider the need for conquering all of Mexico and Central America in the coming four years. The Latin-American press, which is quite aware that the present Government in Mexico is strongly pro-labor, will take the occasion of the visit of the President-elect to Panama to ask him whether he does indeed propose to make war against the Mexican nation. If so, Latin-America will lose no time in calling upon the rest of the world to intervene, directly or indirectly, against Yankee imperialistic brigandage. They have had enough of it from the Wilson administration in Haiti and San Domingo.

There is just one direction in which the new administration seems likely to take a course that will meet with the approval of organized labor in general, and that is in giving appointments to Raymond Robins of Chicago and Congressman John I. Nolan of San Francisco. Robins is almost certain to be either Secretary of Labor or our first ambassador to Soviet Russia. The Republican bosses are said to be anxious to put Robins in the Department of Labor as a sort of anchor against the possible storm of labor opposition to their general program. They do not want an active trade unionist in the office, because of the "prejudice" which membership in a union is supposed by the junkers to confer upon a man. Moreover, they do not want Nolan to be Secretary of Labor, because he is a devoted follower of Samuel Gompers.

But Robins and his political backer, Col. Wm. Boyce Thompson, the Wall Street copper magnate, are looking beyond Washington to Europe. They are just as firmly convinced now as they were two years ago, that the United States is making a tragic mistake in withholding recognition and friendly aid from Soviet Russia. As Thompson was in charge of the raising of funds for the Republican National Committee, and as he is a notably able, blunt, hard-headed American business man, he is likely to influence the Harding administration on this subject. Harding is likely to recognize the fact of the existence of the Russian workers' government, and to send a man like Robins to Moscow as our ambassador. Indeed, big preparations for the re-opening of American trade with Russia have been under way ever since Wall Street became satisfied that Harding would win. So Robins may go to Russia, and the job of Secretary of Labor will go to another applicant.

Mitchell Palmer and Albert Sidney Burleson will walk the plank amid loud cheers from every union man and woman in the nation. Whether Palmer will join the Baldwin-Feltz or Pinkerton or Burns detective agency or go into the movies with W. J. Flynn, his recent chief of secret service operatives is a secret not yet disclosed. Burleson will be free to go as far as Texas—or even much farther.

Consumption taxes is the keynote of the financial program of the new crowd. They are going to tax the things which the workers and producers must use every day—their food and clothing and houses and transportation and fuel and light. They are going to shift taxes on incomes, if possible, so that the burden will fall more upon the citizens of small income than at present. What they cannot do directly they will do indirectly by juggling the tariff. When that is accomplished they will try their hand at increasing the profits of the bankers, through amendment of the banking and currency laws.

Their greatest obstacle right now is not the resistance of the scattered political forces of the workers, but the opposition of La Follette, the Nonpartisan League, Hiram Johnson and a few radical Democrats led by Tom Watson in the Senate and Huddleston of Alabama in the House. This opposition will not be sufficient to prevent the passage of reactionary laws, but it will keep up a running fire of criticism which will arouse the country to the menace of this junker regime, and will pave the way for a tremendous reversal of political form in 1922. Chances of the creation of a new liberal party on a farmer-labor basis, which may capture the next House, are improved by the very fact of the election this year of every sort of Republican—a haphazard menagerie which cannot possibly avoid domestic fighting that will soon make the Republican party a sorry plight.

If the Republican family feud starts quickly enough, the labor movement may escape a bitter persecution.

Although seventy-three years of age, a miner named Birchall, who recently celebrated his golden wedding, is still working underground near Wigan, Lancashire.

ATLANTIC COAST AND GULF

(Continued from Page 9)

Gulf Coasts, writing from Mobile, reports most encouraging success and progress so far in his difficult undertaking. Well attended and attentive meetings at all ports visited so far have been the rule, reports Mr. Brown.

Comrade Brown notices a perceptible slackening of business along the coast proper, but reports present conditions more favorable in Gulf ports, with few unemployed seamen ashore.

On the question of establishing a new branch at Port Tampa, Florida, Comrade Brown recommends that a beginning be made with a corporate branch jointly maintained by the Sailors, Firemen and Stewards' Unions combined. This proposition has now been submitted to the other organizations concerned, the Eastern and Gulf Sailors' Association having already acted favorably thereon.

Walter Macarthur's excellent and instructive text-books on Maritime Laws, "The Seaman's Contract" and "Handbook of the Navigation Laws," have been formally and officially adopted as the standard reference works of the Eastern and Gulf Sailors' Association by unanimous vote of a supreme quorum.

We also notice that the United States District Attorney in New York is becoming addicted to scanning the same books. We feel sure he will light upon something illuminating if he gazes long enough.

It is reported that three of the twelve ex-German merchant ships awarded the Italian Government have been allocated to the Italian Seamen's Union, on motion of Captain Giulletti, president of the Italian Seamen's Federation, and a member of the National Commission for the Allocation of the Newly Acquired Ships. This will increase the Union fleet of the Co-operativa Garibaldi to ten big steamers.

Is it not about time to request the allocation of some of the U. S. Shipping Board ships to the International Seamen's Union of America? We can certainly prove our ability to operate them, and make the initial payments, and if we can not pay the balance in the fifteen years allowed under the law it will be because the sea has run dry.

The steamship "Sophie Rickmers," first merchant ship flying the German flag to enter New York since July, 1914, arrived here November 4 and lies docked at the Army Base, Brooklyn. She is 4,833 tons register, is officered and manned entirely by Germans, flies the flag of the old German Merchant Marine, and is consigned to the Kerr Company, which will act as her agent here.

None of her crew are permitted to land, and her Master, Captain Wilhelm Hulsebush was only allowed to visit the Custom House under guard to enter his ship. After his documents had been filed he was escorted back to his ship in the same way.

Ain't war hell if you keep it up after it is over!

Mexico is getting ahead of U. S. According to the latest advices from Mexico City, the government is preparing to assume absolute control and development of its merchant marine. This is to include constructing of docks, warehouses, premiums for the construction of ships, the granting of exclusive rights in coastwise trade and reduction of railroad freight rates for goods to be exported in national ships.

Wow! If this pace keeps up we'll have to weld an iron band around the land of the big sombreros to keep it from bu'stin'!

Asiatics, either docile or dead, but anyhow, Asiatics! Such seems to be the slogan of the redoubtable owners of the British steamship "Elmleaf," operating between New Orleans and Tampico, Mexico.

According to reports from Good Hope, fifteen miles above New Orleans, 24 members of the Chinese crew of the "Elmleaf," armed themselves with knives, pieces of pipe, iron bolts, etc., and attempted to rush the guards stationed aboard to prevent them from landing. The guards greeted them with pistol volleys and eleven of the Mongolian rioters were shot while several escaped over the side and hid in the dense woods. The rest surrendered under the influence of pistol play, and were placed in irons. We hear that the dead Chinamen will be allowed to land.

Major-General George W. Goethals, retired, and H. M. Verrill of Portland, Me., were named as receivers of the East Coast Fisheries Company and the East Coast Fisheries Products Company upon petition of creditors in the Federal District Court at Portland, Me. The plants of the companies are located at Rockland and the main office is in New York. The East Coast Fisheries Company is shown by the schedules filed to have liabilities and assets of approximately $13,000,000, while the subsidiary company, incorporated to handle the products of the parent corporation, has assets of $7,196,000, with liabilities amounting to $10,590,000, the capital stock of $10,000,000 being included in both cases.

Anyone knowing the whereabouts of Inwar Kihle, born in Tansberg, Norway, in 1891, last heard from in Duluth, Minn., in 1910, will confer a favor by communicating such information to Adolf Kile, Agent the Eastern and Gulf Sailors' Association, 1710 Thames St., Baltimore, Md.

RADIUM'S USE IN INDUSTRY.

(Continued from Page 7)

mules. Thence it is shipped in carload lots 2900 miles across the continent to an extraction plant in Orange, N. J.

Two hundred and fifty tons of ore treated with an equal amount of chemicals and water yields one gram, which is about the size of a pin head.

The power of radium lies in the penetrating character of its rays, which disintegrate and travel at the rate of 3000 miles a quarter of a second.

In addition to the use of radium luminous material on machinery in industrial plants, it is used extensively for the marking of any corner or spot which should be visible in the dark. Angles of tables and chairs, corners in rooms, numbers to indicate cubby holes or doorways on which there is no other illumination are touched with a spot of undark. Even the valuable electric torch increases its efficiency when it has a touch of radium on it so that it can be reached instantly in an emergency in the dark.

When other lights fail, when fuses blow out, wires break down—radium will glow dependably without danger of explosion or of burning.

The employment of radium to help solve our medical and industrial problems of life safety is as yet in the first stages of its development. What the future will bring, no one knows.

International Seamen's Union of America

(Continued from Page 5)

LAKE DISTRICT

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Agencies:
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ASTORIA, Ore. ..... P. O. Box 138

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46 West Main Street

BRITISH COLUMBIA STEWARDS' UNION
FRED WALSH, Secretary
VANCOUVER, B. C. ..... 311 Hastings Street, West
Room 2. Phone Seymour 3976

Labor News

Striking coal miners in the Mingo county field, West Virginia, are facing winter in their struggle against non-union coal owners and their murderous thugs. There are 2504 men, 1920 women and 4973 children on the relief roll.

The Oregon State Supreme Court has upheld the Oregon anti-injunction law and has set aside a court decision that there is no such thing as peaceful picketing. The court also rejects a favorite claim of anti-unionists by holding that a strike or lockout does not terminate relations between employer and employe. Relations between these parties, says the court, are not the same as between an employer and a stranger seeking employment.

In a survey of women in industry in Virginia, by the women's bureau of the Federal Department of Labor, it is stated that in 148 establishments in that State, employing 34,913 workers, over one-half are women. The number is 18,781, or 53.8 per cent. of the total. It is estimated that there are 226,000 wage earning women in Virginia. In the plants investigated there is almost a total absence of any health or accident records. In 89 establishments, employing more than 8000 women, no proper equipment was found for the treatment of injuries or illness.

A citizens' conference on negro education has been called by Dr. P. P. Claxton, federal commissioner of education, and will be held in Atlanta, November 19-20. It is stated that invitations have been sent to the Governors and State superintendents of public instruction of all the southern States, to educators, to influential business men and publicists "and to leading men and women of the south who have shown a deep interest in improving education among 12,000,000 American negroes, a large percentage of whom live in the south and largely determine the economic progress of that region."

Coal miners have produced fifty-one and one-third million tons more bituminous coal in the year ending October 2 last than in the previous year, says the United Mine Workers' Journal. In every coal field but Alabama and in Mingo county, West Virginia, the miners are at work. In the two exceptions miners are on strike for a living wage. The miners' journal says coal is being produced in great quantities and if there is a coal scarcity this winter the responsibility will not rest on these workers. "Evidently there is something wrong with the system of distribution and the coal produced is not being properly placed," says this labor publication.

The theory that strikes can be stopped by jailing workers rather than remove the cause of strikes is being urged in Oregon. Employing interests are behind a bill patterned after the Kansas law. Under the proposed act if two persons agree to quit their employment they could be jailed as conspirators to hinder production. Picketing and the boycott would be forbidden and any trade union official who called a strike under instructions of his union could be fined $5,000 and jailed for two years. Three judges, appointed by the Governor, will have unlimited powers over the lives of the workers. The State Federation of Labor has taken charge of opposition to this proposal.

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Seafaring people who desire to take up navigation, San Pedro, situated in the sunny south, is the ideal place. Captain Frerichs has established a Navigation School here and under his undivided personal supervision students will be thoroughly prepared to pass successfully before the United States Steamboat Inspectors.
TERMS ARE REASONABLE

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
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Wright, H
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SAN FRANCISCO
Alaska Fishermen's Letter List

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Bjorseth, Konrad
Bodehl, Hans
Carlson, A. G.
Carlson, Gust
Ericson, Rob
Erickson, John
Eisen, Peter
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Johansen, F. C.
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Levele, Ed
Larsen, Theodore
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Nesbl, Frank
Newton, A. B.
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Swanson, Oscar
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Swanson, August
Schultz, Walter
Tennison, Peter
Walgren, Hilmer

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Ahlstrom, Kilian F.
Ahlstrom, Ellis
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Allen, W.
Allison, Benjamin
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Andersson, Axel
Anderson, J. A.
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Keel, Jewel
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Home News

Meat consumption in the United States is decreasing; during the last year, according to J. I. Mohler, chief of the Bureau of Animal Industry in the Department of Agriculture, the per capita consumption fell by eight pounds.

In spite of a considerable emigration of Hungarian laborers in recent months, two new Hungarian periodicals have made their appearance in the United States, a Republican weekly, entitled A Het, and a politically independent semi-monthly, A Napi Munkas. The total number of Hungarian newspapers and magazines printed in the United States is forty-one.

Herbert Hoover stated at a convention of the American Association of Baking Industry recently that there is only enough wheat in the world to feed those able to pay for it; and that cheaper bread for this reason must not be expected here for a long time. Our average yield of wheat per acre, he added, must have a steady increase if we are to meet the necessities of an increasing population.

The North Carolina State Supreme Court has upheld the absentee voters' law. Opponents of the act said that the law was intended to permit soldiers to vote, and that now the soldiers are home the purpose of the act is past. It was also claimed that the law might be an aid to fraud and illegal voting. Chief Justice Clark resented this libel and cited 43 States which have adopted this principle.

The earnings of all national banks in the country averaged 24 per cent on their capital, an unprecedented figure, during the year, according to John Skelton Williams, Comptroller of the Currency, in his annual report, just made public. Only five small banks, with a total capital of $205,000, went into the hands of receivers. This is less than one-eighth of the yearly average of the banks that have failed for the past 56 years.

The steel trust's report for the third quarter of this year shows a profit of $48,051,540, after paying Federal taxes and interest on bonds of the various units of the trust. These profits are an increase of nearly $5,000,000 over the report of the second quarter, and an increase of nearly $8,000,000 over the earnings of last year's third quarter. Thus far 1920 profits of the steel corporation have amounted to more than $133,000,000.

What is claimed to be the "highest safety record in the world" is announced by President Hedley of the New York Interborough Rapid Transit Company, which recently celebrated the sixteenth anniversary of underground transportation on Manhattan Island. During these sixteen years the subway has carried 4,301,000,000 passengers, approximately three times the total population of the world. During that time there have been only seven passengers killed by accident, or one to every 614,400,000 carried, according to President Hadley's report. On the opening day, sixteen years ago, the subway carried 111,881 passengers, compared to more than 2,000,000 now carried daily. The company now has 220 miles of trackage, compared to 62 miles sixteen years ago.

Domestic and Naval

Under an executive order signed by the President, the former German line piers at Hoboken, N. J., Nos. 1, 4, 5, 6 and 11, have been withdrawn from control of the Shipping Board. They are now occupied by the Army Transport Service and the Panama Railroad, although used occasionally to berth Shipping Board boats.

The recent compromise settlement in respect of the steamship "San Ramon," 993 tons, owned by the Mexican Fruit Co., gives an idea of the extent of the loss in connection with recent mishaps. The total insured value is $220,000 and the compromised claim amounts to $140,000. This vessel collided with the Shipping Board steamer "Dannedaike" at New Orleans last May and the prospects of recovery from the latter vessel are looked upon as meager.

The Secretary of Commerce has authorized the reciprocal inspection of Spanish passenger steamers, so that hereafter Spanish passenger steamers sailing from ports in the United States and holding unexpired certificates of inspection issued in Spain shall be subject to no other inspection than such as necessary to satisfy the local U. S. inspectors that the condition of the vessel, her boilers, and life-saving equipment are as stated in her current certificate of inspection.

The Shipping Board has renewed its annual contract with the Radio Corporation of America, the Shipowners' Radio Service and the Independent Wireless Telegraph Service. Under the agreement the companies undertake to maintain the radio apparatus on the 1,200 vessels owned by the Board in good working order. For this they are paid $30 a month, making a total for the fleet of $432,000 a year. The new contracts extend for one year from Oct. 1. The radio equipment is owned by the Board and the services of the companies are to maintain it in efficient order.

Only four bids were received by the Shipping Board for supplying lubricants over the year beginning Nov. 24. The Texas Co.'s bid for 1,000,000 gallons ranged in price from 47.7c a gallon up to 82.5c a gallon, delivered at any U. S. port. Other bids ranged from 42c to $1.23 a gallon, delivery at Atlantic Coast ports. It is expected that the Board will advertise again for bids, dividing the requirements between Atlantic, Gulf and Pacific Coast companies in order to stimulate bidding. The total requirements of the Board for the annual period are 2,777,670 gallons.

In a complaint filed with the Insurance Commissioner of Rhode Island, the National Surety Co. accuses the Shipping Board of coercion in connection with the refusal to accept the company's bonds. It appears that the National Surety Co. bonded the bankrupt Triangle S. S. Co. for $100,000 for the benefit of the Board and has since declined to accede to the request of the Board to pay the amount of the bond without prior action to determine the extent of the Triangle Co.'s liability under the indenture. In retaliation, the Shipping Board has refused to accept the National Surety Company as a guarantor and has even refused to accept its name as a co-surety on bonds issued by other companies.

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HAIGHT STREET BRANCH, Haight and Belvedere Streets

JUNE 30, 1920

Assets	$66,840,376.95
Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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Torwick, H. S.
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The following named members of the crew of the S. S. "Kenebec," who helped salve the schooner "Thomas L. Wand" on November 19, 1919, have vouchers ready to be distributed at our office:

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If anyone knows the whereabouts of Arthur Kasper, a member of the Eastern and Gulf Sailors' Association, kindly communicate with S. Alexanderson, Box 571, Portland, Me. 11-17-20

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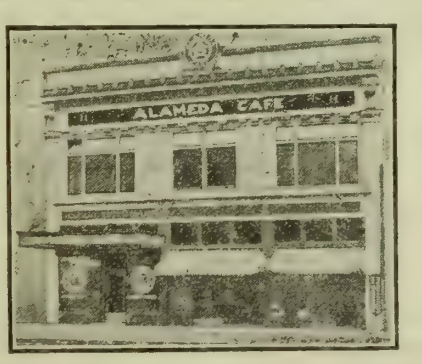

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News from Abroad

A Mexican executive order just issued establishes free ports at Salina Cruz and Puerto Mexico (Isthmus of Tehuantepec) and Guaymas.

The German government has decided to pay 17 billion marks to German shipping companies for the loss of their tonnage.

Near Sofia, a site of about fifty acres has been granted by the Bulgarian government in perpetuity to the American Mission Board for the erection of a new school.

American coal has been sent to Soviet Russia through Archangel by way of transhipment at Vardö, Norway. Coal from England has also been sent to Russia in the same manner.

Since Eastern Galicia has come under Polish rule foreign capital to develop the oilfields has been introduced to such an extent that almost the entire industry is in British, French, and Belgian hands.

Apart from the savings taken with them from the United States by 75,553 Italian emigrants last year, the amount of remittances from Italians in this country to their home country through the Banco di Napoli amounted to about $110,000,000.

The Finnish S. S. Co., of Helsingfors, is said to have placed a contract with P. Smits Scheepswerft, Rotterdam, for four cargo steamers of about 3,000 tons deadweight, the price agreed upon being about £27 per ton deadweight ($94.50 at current exchange).

The Antwerp journal "Neptune" says that German shipbuilders, in order to avoid handing over to the Reparations Commission ships constructed with material recently ordered in America, are arranging to have the contracts passed through Scandinavian houses.

As a result of the slump in British shipping, one of the leading Liverpool companies is reported to have stopped for the time being the building of thirteen new steamers. Apart from the cessation of shipbuilding in the United Kingdom there is growing tendency for ships to be transferred to Continental ports for repair and reconditioning.

It is reported that a Finnish shipping company, Uudenkaupungin Valtamerilaiva O. Y., plans to establish regular steamship service between Finland and New York. The company has recently bought an ocean steamer, the "Valtameri," which is to make four trips a year each way and will not call at any intermediate ports. There will be accommodations for about 100 passengers. The project is dependent upon the Finnish government granting subsidies to the enterprise.

An increased building cost amounting to nearly fifteen times that before the war has practically put an end to all building of homes in Germany, and with it to the development of modern garden cities and villages of which quite a number were planned during the war. Nevertheless, the preparation of interesting and important schemes of both urban and semi-rural settlement continues, and a recent issue of Die Volkswohnung lists some fifty towns and cities with housing plans—ranging from the establishment of entirely new industrial towns to small groups of houses contemplated by municipalities, co-operative societies, employers and housing associations.

With the Wits

They Had 'Em.—"Was the site owner's offer to supply the militia encampment tentative?"

"Oh, no; the militia had the tents."

Different Animal.—Miss Burden—I overheard that dear young man telling you I danced like a Zephyr.

Miss Bright—Zephyr? He said "heifer."

Mistake or Confession?—The nervous bridegroom was called upon to make a speech at the wedding breakfast.

Putting his hand on his bride's shoulder, he hesitatingly remarked: "Ladies and gentlemen, this thing has been thrust upon me."—London Tit-Bits.

Washed With Care.—Mr. Newlove—This lettuce tastes beastly—did you wash it?

Mrs. Newlove—Of course I did, darling—and I used perfumed soap, too!—London Mail.

Clerk of the Shore Hotel—Five dollars, sir, for room with bath.

Farmer Harrower (after consultation with his wife)—But we don't want no room with a bath. We're goin' to wash in the ocean every three or four days.—Judge.

His Guide Book.—"I must look in the book to see where I'll go on my vacation."

"You mean a resort directory?"

"No, my bankbook."—Buffalo Express.

Ambiguous.—"Do Englishmen understand American slang?"

"Some of them do. Why?"

"My daughter is to be married in London and the earl has cabled me to come across."

"Well?"

"Does he want me or my wad?"

He—I suppose when all women vote the party managers will have to put handsome men on their tickets for candidates.

She—What makes you think women will demand handsome men to vote for when you look at the kind the most of them marry?—Baltimore American.

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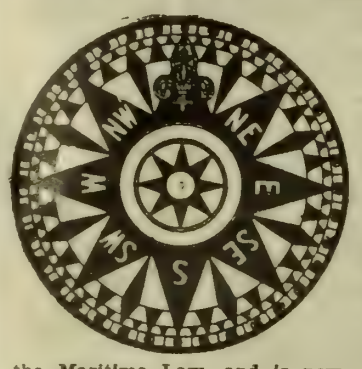

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VOL. XXXIV, No. 12. SAN FRANCISCO, WEDNESDAY, NOVEMBER 24, 1920. Whole No. 1728.

PROGRESS OF ADULT EDUCATION

Educational Facilities Offered by U. S. Trade Unions

The pending proposal in the Sailors' Union of the Pacific to give members an opportunity, under union auspices, to perfect their technical training is but one phase of the great forward movement made by adult education.

A mass of valuable data upon this subject has just been made available by the Adult Education Committee of the British Ministry of Reconstruction. Lack of space forbids any attempt to extensively review the remarkable strides made by adult education in recent years.

However, the efforts made to create educational opportunities for members of American trade unions furnish an optimistic and exceptionally interesting story. A summary of these developments is published herewith and shows conclusively that the organized workers are taking stock in the old adage: "Knowledge is Power."

Perhaps the most significant development in the sphere of adult education in the United States is that which is taking place in the trade union movement. Special reference may be made to the recently established United Labor Education Committee of New York. In recent years certain unions in New York have appointed education directors. It was realized that the provision of adequate educational facilities for trade union members was possible only through the co-operation of interested trade unions. The experimental work which had been carried on prior to the establishment of the Committee has been met by difficulties, some of which have hampered the growth of adult education amongst working people in this country. The trade unions in New York who attempted educational work provided systematic classes in economic and social subjects, as well as in English, Yiddish, and similar auxiliary subjects. The results were regarded as disappointing, and the number of students who attended the classes was small. The partial failure of the schemes was attributed to the fact that provision was made for classes before steps had been taken to stimulate and organize the demand.

It was also found that membership of the unions was spread over so wide an area of the City of New York that distances were too great for the classes to serve even the limited number of people who are anxious to undertake systematic study. As the Chairman of the United Labor Education Committee has said, the distance from the homes of members to the places where the classes were held "involved for them so many hardships and sacrifices as to overweigh the desire for education or as to make them look for substitute facilities, even if of a less satisfactory nature, within their own vicinity. Moreover, many of the members of labor organizations who made some provision for education found that the classes arranged were either too elementary in character or too limited in their choice of subject to satisfy their own particular needs." One of the chief difficulties was to be found in the organization of the trade unions. None of these bodies succeeded in creating adequate machinery for the work which they desired to undertake.

Trade union organization, which was developed for an entirely different purpose, proved inadequate for the provision of educational facilities, and its organization was too rigid to adapt itself to the educational needs of the unions. The educational directors, therefore, were more or less left without that administrative and organizing assistance which was essential.

As a result of these considerations and the experience of the trade unions interested, it was decided to federate trade union bodies for education purposes. The United Labor Education Committee was formed, and its affiliated organizations at present are the Amalgamated Clothing Workers of America, the Fancy Leather Goods Workers' Union, the Furriers' Union Joint Board, the Jewelry Workers' Union, the United Cloth Hat and Cap Makers of North America, the Women's Trade Union League, and the Workmen's Circle. The United Labor Education Committee consists of two members from every organization having a membership of over 20,000, and one member each from those with a smaller membership, these members being selected from the central bodies of their organization. The Chairman of the Committee has expressed the purpose and intentions of the new organization as follows:—

"The task which the Committee faces is enormous. The total membership under the jurisdiction of the Committee in the City of New York alone is, in round numbers, 150,000. A broad-visioned, systematic educational campaign, having as its purpose to wake, develop and strengthen the inherent strivings of the people to the higher ideals of humanity and of human nature to the fulness and the beauty in life and to supply adequate mental food for their intellectual and psychological life, is connected with such enormous difficulties that the Committee feels that the mobilization of all the men of science, art and labor, who have this task at heart, will be absolutely indispensable. Moreover, the Committee realizes that if the educational work is to accomplish its purpose and to reach the greater part of these 150,000 members and their dependents, it will have to create a very considerable number of carriers of this educational work, from the ranks of the labor masses themselves. It is felt that this great membership contains within itself a very considerable number of potential intellectual elements, who under necessary guidance and with satisfactory and competent preliminary training, could become a strong connecting link between the higher modern provinces of science and art and the workaday life of the laborer. The Committee realizes that one of the most essential first steps in its activities must be these attempts—first, to mobilize all the representative men of Art, Science, and Labor who have the cause of education at heart; and second, to promote the springing up out of the ranks of labor of a substantial educated and responsive nucleus. Moreover, with the present unsettled time of reconstruction setting in, the necessity of creating a greater mutual understanding and promoting an 'entente cordiale' among Labor, Science and Art, the paramount factors of human progress, is becoming ever more desirable."

Although the United Labor Education Committee was but recently instituted, it has already commenced work. "Art, Science and Labor Centers" have been established in all the residential sections of the City of New York. They are conducted on Saturday evenings or Sunday afternoons, the program consisting of a lecture, music, and "educational moving pictures."

Classes in subjects of interest to the members of the trade union movement, in sociology and economics are conducted in the same centers on week days, as well as classes in elementary and advanced English. These classes are called for owing to the large number of members of alien nationality. A section has been established "aiming to establish a theater for the people, giving productions of modern art at a charge of $1 for three performances for members of the organizations affiliated with the United Labor Education Committee and $3.50 for other persons, with no classification of seats, people being seated by lot." The section is under the guidance of a special Workmen's Theater Committee, which includes a number of people prominently identified with the stage.

There is also a section on music "with the aim of supplying music for all our membership and of arranging symphony orchestra concerts on the same basis as the Workmen's Theater for workmen, and of developing folk-music and understanding of music in general." A committee of experts has been appointed to further this object. Of particular interest is the Workmen's University Seminar, which may be described in the words of the chairman of the United Committee:—

"In order to create a substantial educating force within the ranks of Labor itself, the Committee plans to arrange a special auxiliary seminar, consisting of about from 75 to 150 selected members from the hundreds of locals affiliated with our Committee, the admission of members to the classes to be determined by their fitness and readiness to devote their energies and the training and higher education which the seminar will give them to the educational work of the Committee. This auxiliary seminar, or whatever name it will eventually adopt, is planned to be conducted on the lines in which the university seminaries for post-graduates usually are, with such modifications as the element and the special task may make

necessary or as the instructors of the class may find advisable. It is planned that the class shall be under the guidance of the best authorities on labor, industrial and social problems and history, which the Committee may be able to procure."

The United Labor Education Committee, although its program of work is still for the most part a project to be accomplished, represents a spontaneous movement on the part of organized Labor towards the provision of non-vocational adult education. Not the least interesting fact regarding the United Committee is that the affiliated organizations are largely composed of women workers. Whilst the Committee proposes to arrange concerts, cinema shows, visits to art galleries, debates and general lectures, it stresses the need for more serious and more systematic study.

The insistence on the importance of seeking the co-operation of scholars wherever they may be found provides an interesting parallel with the procedure of the Workers' Educational Association in this country. At the outset the Committee is taking steps by means of its seminar to provide a steady stream of people from within the ranks of organized Labor to take part in the educational work of the Committee. The provision of teachers, which is now becoming an acute problem in this country, is referred to elsewhere in this report, and the recommendations we make are based upon the necessity for adult educational movements providing more and more in the future from within their own ranks tutors and lecturers.

Another recent development in the United States is the establishment of a Trade Union College at Boston, Mass. This College, which is to open in the autumn of 1919, is maintained by the organized workers of Boston for the use of trade union members. The Governing Committee includes representatives of the organizations of transport workers, painters, tobacco strippers, freestone cutters, milk wagon drivers, shorthand writers, etc. The classes will be held in the evenings and attendance is to be confined to members of unions affiliated with the American Federation of Labor. The Boston College has adopted the same principle of co-operation with the academic world as the United Labor Education Committee of New York, and the teachers are to be drawn from various universities, for example Harvard, Yale, Columbia, etc., and from the School of Social Research in New York.

CONFESSIONS OF A FAKER.

(From the New York Nation.)

Little by little the truth about the war prevails. One of its mightiest warriors—of the stay-at-home variety—John R. Rathom, editor of the Providence Journal, late in 1917 wrote a series of articles, "Germany's Plots Exposed," for the World's Work, widely advertised as follows:

How the devilishly cunning plots to kill our people, sink our ships, dynamite our factories, and disrupt our national life were run down and thwarted. More thrilling than fiction, and, withal, the most patriotic service to America since the war began. It is the modestly told story of a brave editor and resourceful reporters who beat the Germans at their own game.

But after one issue, "The Great Rathom Series," scheduled to appear for one year, which the World's Work predicted would make it the "most talked of, the most quoted, the most eagerly sought for magazine in America" was suddenly withdrawn. Rathom, who in frequent public addresses was modestly admitting his exploits, explained that the cessation of the articles was decided upon from "motives of patriotism." Now it appears that on February 12, 1918, Rathom, at the instance of the United States Government and by advice of counsel, signed a confession admitting the falsity, or such exaggeration that it equaled falsity, of almost all of these revelations and exposures.

No one who is in any doubt about the shameful deception that was practiced in this country throughout the war—and indeed in every country, for it is an inevitable by-product of war—should fail to study the amazing confession of John Revelstoke Rathom, British-born and bred, archpatrioteer and super-spy-hunter, editor and molder of public opinion, director and member of the executive committee of the Associated Press. While "patriotism" was smeared thick over all his utterances and works, Rathom's role was wholly un-American. The vaunted exploits of his editors and reporters he has now admitted were myths, and what little information he did have as the basis for his sensations was supplied by British secret agents whose tool he was, and who used him for their own purposes. And this dime-novel clap-trap was the sort of propaganda with which the country was drugged, as The Nation has repeatedly shown. As for Mr. Rathom, he is aptly characterized by the New York World, which declares in an editorial entitled "Confessions of a Faker," that his confession is "one which for comprehensive avowals of downright falsehood has few parallels in the annals of mendacity."

On the other hand, the incident sheds no enviable radiance on Mr. Franklin D. Roosevelt, Mr. Francis G. Caffey, and other officials behind the scenes, on the opposite side of the controversy. Mr. Rathom recently made charges derogatory to the naval administration of Roosevelt; a United States District Attorney owing his appointment to Roosevelt's political party makes public facts long possessed by the Government; facts which should instantly have been given to the American people, but are only now divulged for the sole purpose of discrediting personally a political opponent of the Administration. That they do this successfully does not for one moment lessen the indecency of the procedure. The Government which suppressed this important information, contributing in that way—among others—to the war hysteria and terrorism, and publishes it only to aid the political ends of one of its henchmen, is an accessory after the fact to Mr. Rathom's malfeasance.

SOME VOCABULARY.

A man whose vocabulary seems to be unlimited when he desires to describe conditions, and whose nights were made sleepless by a switch engine, recently wrote as follows to the railroad company:

"Is it absolutely necessary in discharge of his duty day and night, that the engineer of your yard at the upper terminal bridge should make his engine ding and dong and fizz and spit and clang and bang and buzz and hiss and bell and wail and pant and rant and yowl and grate and grind and puff and bump and click and clank and chug and moan and hoot and toot and crash and grunt and gasp and groan and whistle and wheeze and squawk and blow and jar and peek and rasp and jingle and twang and clack and rumble and jangle and ring and clatter and yelp and croak and howl and hum and snarl and puff and growl and thump and boom and clash and jolt and jostle and shake and screech and snort and snarl and slam and shake and throb and crink and quiver and rumble and roar and rattle and yell and smoke and smell and shriek like h—?"

When a man tires at the "slow progress" of the labor movement a good recipe is to stand off a bit and survey the work actually accomplished.

SHIPPING BOARD CONTRACTS.

By the terms of a new contract for the management of government-owned merchant vessels, private ship companies are assured a profit and the United States Shipping Board assumes all risk, according to Reuben A. Lewis, in the Annalist, financial paper.

It is stated that the terms of the contract are not generally known to the public. The Shipping Board has agreed to pay all expenses incurred by the ships on their voyages and to give to the ship companies 5 per cent. of the gross freight money on outward voyages and 2½ per cent. on the incoming trips. This replaces the old contract which provided for the payment of a small fixed sum per deadweight ton and a division of profits, provided there were any.

The writer says it is doubtful if the agreement is one over which the taxpayers will enthuse. The companies to which the Government Board consign the ships for operation do not risk a single cent in the management and operation of property worth more than $1,000,000,000. The agreement dates back to March 1 last and it is predicted that the income of the steamship companies for this year will be "far in excess of what it otherwise would have been."

"There seems to be little doubt but the unheralded agreement—which few taxpayers know is in existence—will prove a severe drain upon the Treasury. Thus far the Shipping Board has not made any demands upon the exchequer, but it must be recalled that the millions of dollars which it derives from the sale of ships may be applied to meet any deficits incurred through operation."

BRITISH WIRELESS RULES.

The British Merchant Shipping (Wireless Telegraphy) Act, 1920, and the rules made thereunder, have been in operation as regards ships registered in the United Kingdom since Sept. 1 last. As regards other ships trading to the United Kingdom they will come into force on December 1 next. Already some criticism is being offered as to the inelasticity of the rules, and incidentally as affecting small passenger-carrying steamers. The case is mentioned of a steamer of less than 250 tons gross, which is never farther than a couple of miles from land and lies in port at night, yet must be fitted with wireless.

ENGINEERS RENEW AGREEMENT.

The National Marine Engineers' Beneficial Association has come to an agreement with the Shipping Board and the Steamship Owners' Association as to the renewal of the wage scale and working agreement from November to May 1, 1921. It was recently extended from August 1 to November 1. The only change in the agreement is that engineers will be granted the subsistence allowance received by deck officers, or $4.50 a day to chief engineers and $3 to assistant engineers and $2.50 per night for room hire when compelled to eat and sleep ashore.

The labor movement is a thing not of idealism but of instinct.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Opposed Labor Injunctions

Announcement from Chicago of the death of Stephen S. Gregory, former president of the American Bar Association, recalled the defense of labor's position on the injunction question by this jurist in 1915 before the commission on industrial relations at its final hearings in this city.

The lawyer rested his case on the purposes of the injunction writ and insisted that it is intended for the protection of property rights and never to apply to personal rights or to permit judges to act as law makers, judges and executioners.

"The newspapers and even the judges," said this jurist, "have much to say when an employer files a bill and obtains an injunction against workmen on strike from interfering with his men that he has hired in the place of these workmen, and acts of violence, and so forth, about that injunction being granted in order to protect the right of every man to work for whom he chooses. There is really no just relation there, and no lawyer could justify it upon any such theory. I have no right to go out and file a bill to be permitted to work for whom I choose; and if I did, any one of these judges, who sometimes use that language incautiously, would laugh me out of court.

"Equity deals only with the right of property."

In referring to the practice of injunction judges jailing strikers without trial by jury or other constitutional guaranties, Mr. Gregory said:

"The Constitution has thrown around the prosecution of criminals—the Constitutions, State and Federal—a number of securities. They are entitled to trial by jury; they are entitled to be confronted by the witnesses who are to testify against them; they are entitled to be heard by counsel.

"But none of these guaranties, except, perhaps, the right to be heard by counsel, is secured in contempt proceedings, and to provide that the court may proceed against them for contempt, where the conduct charged against them is criminal, is really an evasion of the constitutional guaranties and a plain attempt to commit to equity jurisdiction over matters which it has been decided over and over again by all the courts that it has no jurisdiction with respect to, namely, the administration of the criminal law.

"For instance, I might receive as I leave the room of this tribunal to-day, a threatening letter from somebody saying they were going to kill me for something that I had said or had not said, in a court of equity. Now, that involves personal loss possible to my wife or those dependent upon me; but no court of equity would listen for a moment to a bill I would file, saying 'A B,' or some other black hand gentleman had threatened to kill me, or if filed by anybody dependent upon me, and therefore there should be an injunction to prevent him from killing me.

"That would be an absurdity, a legal absurdity, and none the less is it so where a man is enjoined from committing acts of violence in a strike to try him for contempt without a trial by jury. And that has been an injustice that has rankled in the minds of everybody that has been a victim of it and justly so.

"Sir Charles Napier says: 'People talk about agitators, but the only real agitator is injustice; and the only way is to correct the injustice and withdraw the agitation.'"

In defending the right of workers to boycott, Mr. Gregory said:

"If you agree to commit murder, that crime is illegal, whether it is two or two thousand. If you agree to do any other unlawful act, that agreement is illegal and constitutes in itself an unlawful act. But if men combine to do that which they, each one, severally, have a right to do, if after all the combined act is essentially the same as the act of the single individual, then it is very difficult to establish on any logical, legal principle that such a combination in and of itself is illegal."

Mr. Gregory's testimony ended with this question and answer:

"Commissioner Lennon—Mr. Gregory, is the issuance of injunctions warranted where there is other adequate remedy at law to cure that which the injunction seeks to handle?

"Mr. Gregory—It is one of the canons of the law on that subject that in such cases injunction should not issue—particularly, a preliminary injunction."

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44 Hours in Australia.

The 44-hour week for pastoral workers has been established in practically every section of the Australian commonwealth by the Australian Workers' Union.

An agreement with the various pastoralist associations makes the shorter work week a fact, increases wages, improves working conditions and fixes the price of meat for these workers on terms more favorable than have yet prevailed. The agreement includes sheep shearers, shed hands, wool scourers, cooks and all other employes connected with the pastoral calling.

The Australian Workers' Union has made these gains through organization, and despite the opposition of organized employers and men who should be associated with this labor organization, but who talk "one big union."

"These bellicose individuals," says the Australian Worker, "have done absolutely nothing to contribute to the peaceful victory which the A. W. U. has gained.

"They have made a most tremendous row, it is true. They have bellowed to the full capacity of brazen throats; have caused the atmosphere to tremble with their bombastic clamor; have babbled and blabbed in interviews with the capitalistic press. But tested by practical results all that their pugnacious pratings amount to is an expression of furious futility.

"Members of the A. W. U. will know how to assess at their true worth these

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan, F. Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbodgade, 15 Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Y. Strandstrade 20, Cobenhavn.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

AUSTRIA

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marcellino 6-2, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade Uniâo dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The little city of Lauscha in Thuringia is believed to be the banner co-operative town of the world, according to figures just made public. Of the 6000 inhabitants of Lauscha, 1555 are members of the co-operative, which means that practically the whole population is drawing supplies without the intervention of retailers.

The French Seamen's Federation recently called a general strike at Havre and Marseilles to last 24 hours from noon October 23 in retaliation for the action of the naval court which sentenced several seamen to terms of imprisonment of from three days to one year, in connection with the mutiny on steamship "Menes."

Italian metal workers, by a vote of 127,904 against 44,531 are reported to have accepted the agreement made in their name by the Italian Federation of Labor, in its dealings with the government and the manufacturers; the Italian Prime Minister has made his report to the Senate and has announced the amicable settlement of the whole affair.

Policemen in New South Wales have decided to form a union. The proposed union is being largely supported throughout the cities and country, and it is hoped that it will be 100 per cent strong in the near future. In the Labor State of Queensland, the police have been organized in a union for several years past.

The Railway Advisory Board, created as a result of last year's strike of railway employes in Great Britain, has failed to function, and dissatisfaction is general. It is declared that there is no co-operation between the workers and the Government's ministry of transport. One official of the railwaymen's union said: "Causes of delay have increased and multiplied until our members are threatening revolt. There seems to be a policy of pin-pricks, and this is at the root of more trouble than clear-cut grievances."

According to cable dispatches, the British Labor party met reverses in recent elections. In 70 of the leading boroughs Labor put forth 747 candidates and of these 548 were defeated. Anti-labor elements in England declare that this ends Labor's political activity, while the workers declare that when their campaign of education gets in full swing they will come back stronger than ever. "The lesson that comes from the election to labor," said J. H. Thomas of the Railway Men's Union, "is to convert the public to the general aims of labor."

Social insurance against sickness together with maternity insurance are unanimously recommended by an official commission in Sweden in its report recently issued preparatory to legislative action. It is estimated that eighty per cent of the total population will be protected by the compulsory health insurance measure now advanced by the Swedish government with prospects of early adoption. More than two-thirds of the industrial map of Europe is now covered by health insurance laws. In the United States—the only great industrial nation still remaining without workmen's health insurance—recent reports of nine official State commissions have disclosed an appalling burden of sickness among wage-earning families and a lack of adequate medical care.

REMOVAL and REDUCTION SALE

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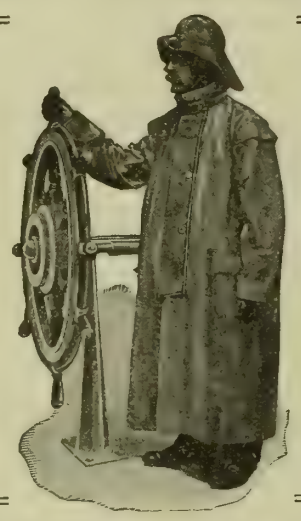
Blue or Khaki Boiler Suits	3.75
Argonaut Union-Made Double-back Hickory Shirts	1.50
Blue Chambray Shirts	.90
Khaki Pants	2.50
Chalmers Heavy Cotton Ribbed Union Suits	2.00

ARGONAUT UNION-MADE HEAVY WOOL FLANNEL SHIRTS—BLUE, GRAY, OR BROWN, $3.50

MACARTHUR'S NAVIGATION LAWS
CAPT. CUGLE'S BOOK ON NAVIGATION



FREE INFORMATION OF THE MOVEMENTS OF ALL VESSELS UNDER EVERY FLAG

Lawrence Balbriggan Underwear, Ankle-Length Drawers and Half Sleeve Undershirts, each $ .75
Heavy Wool Underwear, per garment 1.75
Sweater Neck Navy Undershirts 40c and .65
Cotton Socks 15c and Heavy Wool Socks 40c to .90
Regular $3 Dress Shirts for 1.50
Brown Flannel Shirts 1.75

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SUITS, OVERCOATS, HATS AND SHOES IN PROPORTION

CAN'T BUST'EM UNION-MADE CORDUROY PANTS, REGULAR $6.50 AND $7.50 VARIETY, NOW FOR SALE AT $4.75

A visit to this store will convince you.

CAPTAIN CHAS. J. SWANSON

36 Steuart Street, near Market

In the Southern Pacific Building
SAN FRANCISCO, CALIFORNIA
Telephone Douglas 1082

INFORMATION WANTED.

Members of the crew of the S. S. "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members, and the respective amounts due thereon is as follows:

Amudsen, R. $22.50
Mattson, Geo. J. 22.50

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Sutter 4673. Residence Phone Prospect 2908.

INFORMATION WANTED.

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Crew of the S. S. "Wasco," which signed on at New York March 19th and were discharged and arrested at the Cape Verde Islands about October 19th, will be good enough to report or communicate with the undersigned. The trial of some of the crew will come up shortly and I should like to join as many of the crew as possible in their action.—S. B. Axtell, New York, N. Y.

8-4-20

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EUREKA, CAL.
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A GOOD CUP OF COFFEE
— or —
A SQUARE MEAL
— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

Sailors' Outfitter
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E. BENJAMIN, Prop.

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will be specially represented at Washington and will analyze and present the news from the capital truthfully and fairly. Senator La Follette is making a real fight to lift some of the tax burdens from the common people and place them where they belong—on excess profits, war profits and surplus fortunes and incomes. Because of this he is being attacked more bitterly than any other man in public life.

Send in your order today.

$1.00 Per Year—Agents Wanted
La Follette's Magazine, Madison, Wis.

INFORMATION WANTED.

Arturo Longueira, age 18, who mysteriously disappeared at South Ferry, New York, on August 25th, or any one knowing his whereabouts, will please communicate with Secretary, Marine Firemen's Union, 70 South St., New York City. 10-20-20

AXTELL'S BOOK

"Rights and Duties of Merchant Seamen" for the use of seamen and officers, just out. Copies may be obtained by addressing

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Pacific Coast Marine

Announcement is made that the Canadian Government has signed the long-pending contract giving a subsidy to the Coughlan Shipyard Co. of Vancouver to build a drydock in Vancouver. The dock will be 725 feet long and will cost $3,500,000. It will accommodate any vessel passing through the Panama Canal.

A virtual warning has been given by the Shipping Board to the Seattle dry dock companies that repairs to vessels at that port should not exceed the cost of similar work carried out at San Francisco. It is stated that up to the present the cost of repairs at Seattle has been materially higher than at San Francisco.

Bids for the reconditioning of the Matson Navigation Company's steamer "Enterprise" were opened during the week, and the contract was awarded to the Moore Shipbuilding Company on a bid of $186,000, which was the lowest submitted. The "Enterprise" will be completely renovated and reconditioned from stem to stern. Other bids submitted were: Bethlehem Shipbuilding Company, $275,000; Union Construction Company, $219,500; Los Angeles Shipbuilding Company, $269,000; Hanlon Shipbuilding Company, $193,578.95; United Engineering Company, $255,941.

Bringing the largest number of Chinese coolies ever arriving on a single vessel into San Francisco bay, the Dutch steamer "Tjikembang" of the Java-China-Japan line is due to arrive about November 27. The Chinese upon their arrival will be taken to Angel island to await trans-shipment to Cuban destinations for work in the sugar plantations. Recently the Java-China-Japan line entered into a contract for the carrying of the Chinese here. On the last arrival of the steamer "Tjisondari" here a heavy list of Chinese arrived. The "Tjikembang" is also arriving with a full load of merchandise from Javanese ports via Hongkong.

The new Pacific freight rate agreement is now in effect. Under it, all regular lines agree to use as a basis the tariff of the Nippon Yusen Kaisha, which is $10 a ton on general cargo from Japan to United States. The main purpose of the tariff is to stabilize rates rather than raise them, although an advance has been made on some commodities. There are 11 signatories to the agreement, as follows: Nippon Yusen Kaisha, Osaka Shosen Kaisha, Toyo Kisen Kaisha, Canadian Pacific Ocean Services, China Mail S. S. Co., the China Pacific S. S. Co., Struthers & Dixon, Admiral Line, American Express Co., Pacific Mail S. S. Co., and F. Waterhouse Co.

Suit has been filed in the Federal Court at San Francisco by Dan J. Hanlon of the Hanlon Shipyards against the owners of the Dutch steamer "Arakan" for $250,000 for aid rendered to the vessel while ashore two miles north of Point Reyes, California, some time ago. The suit, it is stated, was filed following the refusal of the owners, of which J. D. Spreckels & Bros.' Company are the agents here, to meet the bill submitted by Hanlon for the part played by the steamer "Homer" in succeeding in pulling the vessel from the beach. The "Arakan" is at present on drydock at the Moore yards undergoing repairs to her engines and hull, representing a cost of $250,000, according to surveyors.

Nome, Alaska, once the mecca of gold-seekers and adventurers, is not the desolate, deserted place it has been pictured by passengers arriving on the last ships out of the freezing north, A. J. Mueller, a jeweler of Nome, asserted during the week. The hectic tides of fortune hunters who came with the gold rush are gone and the permanent population is thinning out, but 700 stout-hearted residents remain, Mueller said. He was at a loss to account for the tales of travelers that Nome had been denuded of population. Four hundred and fifty votes were cast in Nome at the Presidential election, he said. Mueller has been a resident of Nome for seventeen years and is visiting here for the first time in thirteen years.

Captain Roald Amundsen, Arctic explorer, has sent the following message from East Cape, Siberia, bearing date of August 13th: "We sailed from Nome immediately after my wire of August 8th, with only three men, as the others claimed wages of £300 sterling monthly. The following day we were held up by pack ice in Bering sea. All aboard well." This is the first direct message from Captain Amundsen since he set out on his polar expedition from Nome, Alaska, in the ship "Maude." Five weeks later information reached Nome that the famous explorer's ship had become wedged in the ice twenty miles off Cape Serge, 225 miles northwest of Nome, on the Siberian coast. The reports said the ice was ten feet high about the vessel. East Cape, Siberia, the point from which the explorer sent his message, is about 170 miles northwest of Nome and is on the Bering Straits.

An attempt is being made by the "Arctic," one of the fleet belonging to Police Commissioner Andrew Mahony, to pull the "G. C. Lindauer" off the beach at Albion. The "Arctic," with a full salving apparatus, left San Francisco Sunday on the rescue mission. The "G. C. Lindauer" went ashore in the gale which raged along the coast last Tuesday, when a rope became entangled in her propeller as she was making preparations to leave her moorings and get out to sea before the full fury of the storm should break. She was engaged in the coastwise lumber trade. Local shipping men familiar with her situation believe that there is a good chance of saving the vessel. The "G. C. Lindauer" was a craft of 453 gross tons and was built in 1901 at Aberdeen, Wash. A peculiar coincidence of the accident was that she is lying in nearly the same spot where the steam schooner "Girlie Mahony" went ashore on December 23 last year. The "Girlie Mahony" was also operated by the owner of the "G. C. Lindauer." The "G. C. Lindauer" was purchased to replace the "Girlie Mahony" as a coastwise lumber carrier.

The steamer "Joan of Arc" of the Rolph Navigation and Coal Company, which went ashore off Point Orford on the Oregon coast duing the past week, broke in two inside the reef, according to advices just received. The "Joan of Arc" went ashore on November 15 during a 60-mile-an-hour gale. The tug "Storm King" was rushed to the rescue, but assistance was impossible on account of the rough sea. The steamer "Homer," which was sent from San Francisco, arrived there later, but not until the stranded steamer had broken her back on the rocks. The cargo of the wrecked vessel consisted of 1,300,000 feet of lumber, consigned to the Charles R. McCormick Company of San Francisco. The lumber was being shipped to San Pedro. The cargo can be salved, according to shipping men, and efforts to this end will be undertaken. As much of the machinery and equipment of the vessel as possible will be salved also, but it was said that the vessel will be practically an entire loss. The "Joan of Arc" was built three years ago at Rolph, Cal., for the French government, at a cost of approximately $600,000. The ship is insured for more than $250,000.

The California State Board of Harbor Commissioners announced a 100 per cent. increase in rentals of the ferry slips used by the Southern Pacific, Key Route, Northwestern and Western Pacific systems in the San Francisco Ferry building. Beginning January 1 next, the monthly charge will be $1000 for each slip. Despite rising costs of material and labor, the monthly rental for each of the ten slips has remained at $500 since 1912, the announcement said. No increase is contemplated, however, in other dock rentals on the State-owned waterfront according to John H. McCallum, president of the Board. Docking charges in this port are lower than anywhere else in the country, he said. Seven of the ten slips in the Ferry building are under permanent lease, three by the Southern Pacific, two by the Key Route, one by the Northwestern and one by the Western Pacific. "The ferry slips have been expensive to build and very expensive to maintain," McCallum said. "Destruction of material by boats crashing into the slips has made continual replacements necessary. The increases in material and labor costs have been so great since the war that rentals had to be doubled to meet the added expense." Figures have been prepared by the Board showing that the cost of maintaining the slips in proper condition has been far in excess of receipts from rentals.

Representatives of all the steamship lines plying out of San Francisco in the trans-Pacific freight trade, who comprise the Pacific Westbound Conference, have been in session for a number of days, seeking to avert the threatened gigantic rate war which was precipitated by the action of two of the former members of the association in withdrawing from the organization three months ago. The two companies who, according to steamship men, withdrew from the association are the Blue Funnel Line and Mitsui & Co. The former operate under the British flag and the latter under the Japanese flag. Steamship men stated that they were frankly "up in the air" regarding the action of the companies in withdrawing, but they stated that the move could be construed in no other light than a determination on the part of the lines withdrawing in slashing the present freight rates. Daulton Mann, assistant general manager of the Pacific Mail Steamship Company, stated that while it was stated there were certain slight reductions in accepting freight on the part of certain lines not members of the association, it really concerned only certain commodities on a few vessels and was not a general reduction in rates. "The members of the Pacific Westbound Conference cannot cut their present rates and operate, and we do not contemplate any reductions," said Mann. "We believe there will be a complete adjustment of rates and that everything will soon return to normal," he said.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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(Continued on Page 11)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, NOVEMBER 24, 1920.

OWNERS AND SEAMEN TO MEET.

Last week's JOURNAL contained an editorial résumé of the seamen's international struggle for the forty-eight hour week.

During the week information has come to hand of further developments in the contest.

The American correspondent of the International Labor Office (functioning under the auspices of the League of Nations) has been officially advised that the Joint Maritime Commission of the International Labor Organization, composed of five representatives of shipowners, five representatives of seamen's organizations, and two members of the Governing Body of the International Labor Office, which has been sitting in Geneva, Switzerland, has decided to call an international conference of representatives of shipowners and seamen to discuss the question of the limitation of hours of work in maritime occupations.

So far as the record shows this will be the first international labor conference composed entirely of representatives of employers and employees in the history of the labor movement.

It will be recalled that the International Labor Conference, held in Washington in 1919, adopted a draft convention limiting the hours of work in industrial undertakings to 8 in the day and 48 in the week. This convention, however, set forth that the provisions relative to transport by sea and on inland waterways should be determined by a special conference dealing with employment at sea and on inland waterways. The special conference was held in Genoa in June, 1920, but, as readers of the JOURNAL already know, the question of limitation of hours of work was left somewhat in suspense.

The Genoa conference failed to adopt any draft convention on this subject, although it did adopt two recommendations. The first provided that the conference recommend to the members of the International Labor Organization that they enact legislation limiting the hours of work of all workers in the fishing industry to the direction of eight in the day and 48 in the week. The second contained practically the same provisions applied to workers employed in inland navigation.

The organization of the Joint Maritime Commission was decided upon by the governing body of the International Labor Office during its session in London in March, 1920. It consists of twelve members, five of which are shipowners appointed by the shipowners' group at the Genoa conference, five representing seamen, appointed by the seamen's group of the Genoa Conference, and two members chosen by the governing body of the International Labor Office. The Commission meets when convened by the president of the governing body, who presides over its sittings.

The shipowners on the Commission are Mr. Emile Deckers (Belgium), secretary of the Union of Belgian Shipowners; Mr. Keijero Hori (Japan), president of the Osaka Shosen Kaisha; Mr. Cuthbert Laws (Great Britain), of the Shipping Federation, Ltd.; Mr. O. A. Nordberg (Sweden), managing director of the Swedish Shipowners' Association; and Mr. Thomas Robb (Canada), director of the Shipping Federation of Canada.

The seamen are Mr. Johan Doring (Germany), of the Union of German Transport Workers; Captain Giuseppe Giuletti (Italy), secretary of the Italian Seamen's Federation; Mr. Oscar Nilsen (Norway), general secretary of the Norwegian Sailors and Firemen's Union; Mr. Ange Rivelli (France), secretary general of the National Federation of Marine Trade Unions; and Mr. J. Havelock Wilson, M. P. (Great Britain), president of the National Sailors and Firemen's Union.

The composition of the Commission was completed during the fifth session of the governing body by the appointment of two of its members, Mr. Robert Pinot, French representative of the employers, and Mr. Jan Oudegeest, Dutch representative of workers.

It is to be regretted that one of the representatives of the seamen, Mr. Doring of Germany, is not a seaman but a longshoreman; also, that Mr. Jan Oudegeest, representative of the workers appointed by the governing body of the International Labor Office, is not a seaman but a railroad man.

The date for the international conference of representatives of shipowners and seamen has not been fixed, but the employers' and employes' representatives on the Joint Maritime Commission have already unanimously decided that M. Albert Thomas, director of the International Labor Office, should preside over the conference when it does meet.

It is significant and highly encouraging that a meeting such as outlined above has been definitely agreed to. Whatever may be the net result of such a conference the seamen's world-wide movement for the shorter workday is bound to make progress.

America, of course, is not a member of the League of Nations, and is therefore not affiliated with the International Labor Office. It is likely, however, that the organized seamen and ship operators of America will be invited to send delegates. For in all questions of this character the attitude of American interests, both shipowners and seamen, is a vital if not a determining factor.

AN INSPIRING INTERVIEW.

The current issue of Il Lavoratore del Mare, official paper of the Italian Seamen's Federation, contains the substance of an interesting interview between the editor of a Turin daily and Commander Rizzo, director and general manager of the Society "Garibaldi." This society, it will be recalled, was organized by the Italian Seamen's Federation to acquire and operate merchant vessels.

A synoptic translation of the interview follows:

Luigi Rizzo is the Director of the Garibaldi Co-operative Society. His efforts and his activity may be comprehended in the following words: "The ships to the workers of the sea." . . . "You want a definition of the 'Garibaldi'," says the Commander. "It is a sour fruit, to be sure. A fruit which must mature. But it will mature."

It is the only real co-operative society among all seafaring people; the only one with ships plying over the seas. It has partners: 40,000. This society intends to raise its capital to two hundred millions. It has at present five ships of an aggregate tonnage of 40,000 tons.

The "Garibaldi" has emanated from the Italian Seamen's Federation. Perfect discipline is kept on board of the Society's ships. Steamers for the transportation of passengers will soon be installed.

The shipowners are not favorably inclined toward the development of this Society, but the latter will hold its own.

Anarchistic influence is not feared, this Society's motto being: "Construction," not Destruction.

The ships of the "Garibaldi" will provoke enthusiasm, all over the world, in the hearts of the workers of the sea. Italy, however, needs a large mercantile marine for the benefit of many, not of few. For the advantage of all those who have suffered through the war, who still suffer in times of peace, but not for the advantage of those few who still dominate with their egoism our national life.

Thus spoke Commander Rizzo, the Director of the Co-operative Society "Garibaldi."

PRODUCTION VS. CONSUMPTION

It is not over-production but rather under-consumption that is causing certain lines of industry in America to close down.

The soundness of this assertion may be questioned but cannot be disproved.

It is cheap labor at home and abroad, more than any other fact, that most endangers our institutions; the mistake of the wealthy is that they consider their direct interest in the cheap labor they hire, and not their direct interest in the dearer laborer who buys what they wish to sell.

The number of laborers who can buy must be large, or many of those who produce to sell will have nothing to do. Buyers are as important as sellers, and those who buy are those who have something to pay.

Causes that penetrate deep down into the foundation upon which rest institutions, governments, and various national peculiarities, must be established, or perhaps rather be permitted to act from their natural impulse, if we are to permanently improve the wage system.

The most of mankind think they must have whatever they have been in the habit of having; there is more resistance in this fact than in any other short of absolute natural necessities. The fact that men must eat or starve, can not be changed at all. The fact that they must eat certain things in certain ways, or at particular

times, can be changed, but only very gradually.

James Hole says: "Inferior habits of living are as much a cause as they are a result of low wages."

John Stuart Mill says: "No remedies for low wages have the smallest chance of being efficacious, which do not operate on and through the minds and habits of the people."

McCulloch, in his political economy, says: "That the lowering of the opinions of the laboring class with respect to the mode in which they should live is perhaps the most serious of all evils that can befall them. Let them once become contented with a lower species of food and an inferior standard of comfort, and they may bid a long adieu to anything better."

Amasa Walker, in his Science of Wealth, says: "That the standard of wages varies according to the expenses of subsistence in different countries, and the condition in which the laboring classes are willing to live."

To epitomize the sayings of these noted thinkers:

Hovel life gives hovel wages;

Shabby clothes give shabby wages;

Good clothes, good eating, good homes, mean good wages!

It is under-consumption and not over-production that is responsible for periods of industrial depression.

California's Industrial Accident Commission has completed the tabulation of industrial injuries occurring in the State during the year 1919. There were 586 deaths, 1714 permanent injuries and 106,647 temporary injuries. It is gratifying to note a substantial decrease in the death list for 1919 when compared to the totals for 1916 (657), 1917 (626) and 1918 (706). Commissioner Will French, formerly editor of the San Franciscco Labor Clarion, has specialized in the "Safety First" activities of the Accident Commission and to him is due the lion share of the credit for reducing the death rate in California industries.

The Marine Cooks and Stewards' Association of the Pacific Coast has commenced building operations on the property recently acquired by that society on Clay street, San Francisco. The plans call for a modern three-story building. The Sailors' Union of the Pacific will shortly vote on the acquisition of certain real estate at Seattle. The latter union will also vote on the question of erecting a modern building on the property previously purchased at San Pedro, California.

The question has been asked in a marine publication: How do the sailors spend all their idle time at sea under the three-watch system? The answer is: Men content with working twelve hours a day will be content with low wages, because the excess of time devoted to labor will unfit them for study and inspirations that create new wants. Men working eight hours out of 24 have the time for self-education and the opportunity to fit themselves for greater and better things in life.

Man's first duty is to organize.

THE DEMANDS FOR OIL

Admiral Benson Addresses American Petroleum Institute on the Requirements of the Merchant Marine

Gentlemen:—It is indeed a pleasure to have the opportunity of addressing you this evening on a subject which I consider vitally affects the successful development and operation of our American Merchant Marine, i. e., the American Petroleum Industry as it relates to the fuel and lubricants necessary for the propulsion of our enormous fleet.

For the reason that conditions are changing so rapidly in the privately owned American shipping, accurate data is not available as to the fuel oil requirements of such shipping, and I have taken the liberty of interpreting the subject which I have been asked to discuss this evening, as "The Demands of the Shipping Board for Oil."

I find that comparatively little is generally known of our enormous requirements of fuel oil and believe that a brief resume of the efforts of the Shipping Board to purchase its fuel oil requirements and of the problems which have confronted us in this respect during recent years is essential to full appreciation of the extent to which the interests of the Shipping Board and of the American Petroleum Industry are interwoven.

For the year 1919, our requirements of fuel oil amounted to approximately 18,000,000 barrels, for the year 1920, 30,000,000 barrels, and for the year 1921, we estimate our requirements will amount to approximately 40,000,000 barrels. Our first fuel oil contracts were made to cover the period from April, 1919, to April, 1920, and amounted to 12,000,000 barrels. The contracts covered the principal Gulf and North Atlantic ports and ranged in price from 74c to $1.15 per barrel. The balance of our requirements were purchased in the open market at from seventy-five to one hundred per cent. in excess of the contract prices.

During the early months of 1920, our fuel oil contractors experienced great difficulty in supplying the contract quantities of fuel oil, which was also very scarce in the open market, our contractors reporting that this was due to unsettled political conditions in Mexico and shortage of tank steamers. In the face of these condition, our failure to receive acceptable bids in February, 1920, was to be expected. However, we succeeded during March, 1920, in contracting for our requirements of fuel oil at the principal North Atlantic and Gulf coast ports for a six months' period, at prices ranging from $1.34 per barrel to $2.07 per barrel, an increase of over one hundred per cent. as compared with our 1919 contracts.

We have recently contracted to purchase over 30,000,000 barrels of fuel oil during the period October, 1920, to October, 1921, on the Atlantic and Gulf Coast, at prices ranging from $1.50 to $2.30 per barrel. We have never been successful in our efforts to contract for our fuel oil requirements on the Pacific Coast, but, by virtue of our agreement to purchase from the United States Department of the Interior all of the Government's royalty crude oil in the States of Wyoming and California, we have been enabled to secure our requirements of fuel oil on the Pacific Coast since June, 1920, in exchange for the royalty oil from the Salt Creek, Wyoming, fields. It is the Board's intention to conclude similar arrangements with respect to the royalty oil in the State of California. With reference to our fuel oil requirements in the Pacific, you may be interested to know that of the 140 Shipping Board vessels operating from the Pacific Coast ports, only one burns coal as fuel.

The Shipping Board, though rather late in launching its foreign bunker station program, has diligently pursued the policy of creating fuel oil bunker stations at strategic ports on established trade routes. In October, 1919, we completed our first foreign bunker station on Hassel Island, St. Thomas, V. I. This station has a storage capacity of 110,000 barrels and will shortly be increased to 220,000 barrels. The Board has also constructed fuel oil stations at Honolulu, which has a storage capacity of 110,000 barrels, and at Manila, which has a storage capacity of 165,000 barrels, and has also provided floating storage at Ponta Delgada, Azores, for 22,000 barrels of fuel oil. In addition to these stations, we have contracted with various oil companies to receive, store and redeliver fuel oil for our account at Shanghai, Iquique, Rio de Janeiro, Bizerta, Brest, Genoa, Savona and Hamburg. These stations are supplied with fuel oil purchased under our contracts and transported in Shipping Board tank steamers, and their creation has enabled the Board to supply seventy-five per cent. of its foreign fuel oil requirements at a saving of millions of dollars per annum. The establishment of these stations has in each instance had the effect of reducing the price of fuel oil on the open market to a marked degree, thereby benefiting shipping in general.

We have for over a year suffered seriously from the effects of insufficient tank steamers with which to transport our constantly increasing requirements of fuel oil and the tank steamer

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Nov. 22, 1920.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping slack; members ashore plentiful.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

Vancouver, B. C., Nov. 15, 1920.

Shipping very dull; prospects uncertain.

R. TOWNSEND, Agent.

153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Nov. 15, 1920.

Shipping dull.

H. L. PETTERSON, Agent.

2016 North 30th Street. Phone Main 808.

Seattle Agency, Nov. 15, 1920.

Shipping dull.

P. B. GILL, Agent.

84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Nov. 15, 1920.

Shipping dull.

CHAS. OLESEN, Agent.

P. O. Box 280. Phone Main 557.

Portland Agency, Nov. 15, 1920.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

88½ Third Street. Phone Main 6013.

San Pedro Agency, Nov. 15, 1920.

Shipping medium.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Nov. 15, 1920.

Shipping slack; prospects uncertain.

JOSEPH FALTUS, Agent.

P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Nov. 17, 1920.

Shipping slack. Plenty of members ashore. Balloting on officers for the ensuing term and delegates to the I. S. U. of A. Convention was proceeded with. The amendment to Art. XI, Sec. 1, was declared carried.

EUGENE STEIDLE, Secretary.

No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Nov. 11, 1920.

Shipping slow. Not many members ashore. Balloted on officers for ensuing term and delegates to the I. S. U. of A. Convention.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock. Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Nov. 11, 1920.

Shipping medium. Shortage of members for steam schooners. Balloted for officers for the ensuing term and delegates to the I. S. U. of A. Convention.

JOSEPH MACK, Agent.

No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED.

John William Leinen, No. 1043, a native of Russia, age 50. Died at San Francisco, Calif., Nov. 20, 1920.

William Scrivens, No. 1310, a native of England, age 42. Died at Seattle, Wash., Nov. 12, 1920.

The Russian three-masted auxiliary schooner "Avassa," owned by Karaeff Brothers, Siberian fur traders, was wrecked on the Kamchatka coast, Siberia, the latter part of October, according to a message received at Nome, Alaska.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

SEA LAWS FOR SEAMEN

The organized seamen on the Atlantic and Gulf Coasts have long been perplexed over the adoption of a suitable manual of sea laws and sea logic that might be used as a standard and dependable guide and safe interpreter amid the confused maze of ambiguous sea doctrines, ancient, modern and prehistoric, which still encumber the Revised Statutes.

Numerous attempts to epitomize the maritime laws for the special enlightenment of seafaring men have from time to time been made, and various so-styled "Seamen's Hand Books," summaries, digests, synopses, abstracts, etc., of marine laws have been printetd and foisted upon confiding seamen only to leave them further adrift and more doubtful than before.

In one essential respect all these productions are alike. Written by lawyers or published by legal "aid" societies, they all lack sea-sense and abound with non-sense; they all evince more regard for the law than concern for those to be affected thereby.

These law treatises remind us very strongly of the many current manuals on practical seamanship—"simplified." The only sailor who can understand and interpret their meanings is the one who doesn't need instruction. In the hands of a novice they are very apt—like Johnson's dictionary—to become "jammed in the sheave hole."

In view of the prevailing indecision over a reliable reference work, we respectfully and cheerfully commend to the use and diligent study of all interested or concerned—masters, officers, owners and attorneys, as well as seamen—Mr. Walter Macarthur's very complete and admirably practical and up-to-date codification and exposition of the Maritime Laws, contained in two splendidly prepared and patiently collated volumes, "The Seaman's Contract" and "Navigation Laws of the United States."

These books are adopted as standard works by the International Seamen's Union of America. They have been prepared and published by one of the oldest, best known and most generally esteemed members of that organization. They are not mere vest pocket text-books or superficial glossaries of maritime law, but a complete and thorough explanation, comparison and compilation of all present and pre-existing marine laws, with a most comprehensive and instructive introduction, explanatory observations, chronological tables and complete indexes.

All Congressional legislation relating to seamen, from the foundation of our Government down to the end of 1918, are contained in these volumes, and with the recent appendix accompanying them, containing the text of the Jones Merchant Marine Act in so far as it relates to seamen, the entire scope of seamen's laws has been covered, and the books, therefore, contain the last word spoken by Congress on this subject down to and including today.

The maritime laws relating to seamen have never before been collated or chronologically arranged or classified in their proper relation to one another; they have always hitherto been submerged, obscured or scattered promiscuously through the general statutes, because on account of their unpopularity no one before was ever sufficiently interested to go to the labor, trouble and expense of digging them out and arranging them in orderly and regular sequence.

To quote from Mr. Macarthur's admirable preface to "The Seaman's Contract":

"The sections of the Revised Statutes here reproduced number two hundred and eleven, which were originally contained in forty-three Acts of Congress, enacted during the period 1790-1873.

"The amending and original Acts passed between 1874 and 1918 number fifty-seven. The total number of enactments reproduced is three hundred and eighteen.

"The compilation of these enactments has necessitated a reference to thirty-six volumes of the Statutes at Large in which they were originally published.

"The present work is, in effect, a reproduction of the Revised Statutes and the Statutes at Large, to the extent embraced by its title."

In the preparation of the two volumes before us Comrade Macarthur has diligently, methodically and conscientiously canvassed, compiled and systematically annotated the entire range of maritime laws, ancient and modern, in so far as they relate to the personnel of ships.

While in his very interesting and instructive introduction he carries us back through the dim and bygone ages in a deep and profound, but highly illumined excursion through the fundamental principles and archaic theories of ancient maritime codes, and reviews and discusses them from the standpoint of modern advancement.

All of the statutes included in this work are authoritative, compiled and expounded by a union seaman, himself an authority of note and reputation.

Mr. Macarthur's many years' conscientious and magnificent service to the Seamen's Unions as editor of THE SEAMEN'S JOURNAL will never be forgotten by the organized seamen of America, nor forgiven by the reactionary shipmongers and their now happily banished parasites, the blood-sucking crimps.

Every ship in the merchant marine should carry a library as well as a slop chest, and no library should be considered complete without half a dozen sets of Mr. Macarthur's invaluable reference works for the general instruction of officers and crew alike.

Every Union office should also be supplied with copies for the use of our agents and delegates, and every wide-awake seaman who wants to be abreast of the times and go to sea prepared for eventualities, should be sure and pack a copy with supplements in his suitcase as a "very present help in time of trouble." J. H. W.

BEACHED AND BUNCOED

The complaint of Comrade Theobold Albertyn, A. B., a member of the colored branch of the Eastern and Gulf Sailors' Association, has just come to our table.

Albertyn's complaint involves charges of gross official neglect of a sick and disabled seaman in a foreign port, and unlawful sequestration of wages by the American consul at Havana, Cuba.

Albertyn arrived in Havana in the U. S. Shipping Board steamship "Suwild," under charter to the New York and Cuba Mail S. S. Co. (the Ward Line).

When the ship reached Havana he was suffering from an inflammation of the eyes and was sent to a hospital where he was detained six weeks under treatment.

Before entering the hospital Albertyn was informed by the captain that his wages would be left with the consul pending his recovery. Upon making application for his wages at the Consulate, however, he was told his wages would be paid in New York. The consul further tried to persuade him to ship workaway to New Orleans; but as New Orleans is very much farther from New York by water than Havana, Albertyn refused to comply, at the same time pointing out that in case he consented he would arrive in New Orleans destitute, whereas if the consul's statements were true he would have money to command on arrival at New York.

The consul was obdurate, however, and refused to send him home.

After three Ward Line ships had refused him a passage to New York, Albertyn was left to his fate and remained over a month on the beach in Havana. Finally, in despair he stowed away in a steamer bound to New Orleans and landed there destitute and half blind.

Some of our colored members there took compassion on him, however, and opened a tarpaulin muster to raise money to pay Albertyn's fare to New York.

Upon arriving at New York, Albertyn called at the U. S. Shipping Commissioner's office to collect his wages. But there he was shown an official entry copied from the log of the "Suwild," declaring that his wages had been lawfully deposited with the American consul at Havana by the master of that ship.

That was five weeks ago, and three separate communications sent by the U. S. Shipping Commissioner to the consul at Havana in respect to Albertyn's wages have so far elicited no response.

Perhaps an official communication to the State Department might bring better results, unless all our consuls are appointed by Tammany Hall. J. H. W.

MUTINY OR ABANDONMENT?

The trial by jury of thirty Spanish firemen, formerly belonging to the crew of the American steamship "Martha Washington" on a charge of mutiny, has furnished the most engrossing topic of discussion among waterfront denizens of New York during the past week.

The trial of the case which occupied three days in the criminal department of the Federal Court, resulted in a verdict of acquittal of all the firemen involved except two. The verdict was returned Monday evening, Nov. 1, after about three quarters of an hour deliberation by the jury.

The facts in this case are somewhat peculiar and deserve special study by those interested in the rights of seamen, the duties of masters or the interpretation of maritime laws. Briefly stated the contentions in the case are these:

The "Martha Washington" carried an entire Spanish crew. Of 56 men in the engineers' department, only the three leading firemen understood enough English to take orders. In the course of her voyage the ship called at Montevideo for fuel. When the ship was nearly ready to depart, at about 11:30 in the forenoon, one of the firemen named Perez came on board under the influence of liquor, and carrying a bottle of liquid inspiration in his hand. So far the witnesses agree in their testimony. But beyond that point there arises a serious divergence in the trend of evidence which has led to a tumult of legal squabbling and resulted in a mixed verdict.

The alleged mutineers all testified that the Captain, assisted by the master at arms, hustled the intoxicated fireman ashore and hauled up the gangway ladder, intentionally abandoning him. This charge is stoutly denied by the Captain, and his testimony on this point is supported by other witnesses among the officers. Moreover, no one, even among the firemen, has testified on this important point at all except from hearsay.

When the ship was clear and ready to let go, as it appears from all the evidence submitted, Perez, standing on the dock, shouted to his comrades, in Spanish, that he was being wilfully abandoned by the master. Whereupon the firemen on watch demanded that he be taken on board before leaving the dock, and in this demand they were joined by a number of those in the other watches.

This demand was refused by the master and in consequence 39 of the firemen accused of mutiny went on strike.

After a delay of fifteen or twenty minutes the ship was hauled astream by two tugs, and anchored. A "mutiny" flag was then hoisted, and eventually the rebellious firemen were taken ashore in a police launch and left there destitute, though some of their effects were afterward sent to them. Thirty of the thirty-nine stranded seamen were afterwards sent to New York as passengers in the S. S. "Huron" and upon arrival were placed under arrest.

These men were afterwards indicted by the Federal Grand Jury, and held for trial. Some of them secured bail after remaining in jail for various periods. The majority being friendless, however, remained in jail from thirty to sixty days. The Marine Firemen, Oilers and Watertenders' Union furnished bail for a number of the men who were members, but the majority of them were non-union men.

Of the two men convicted of mutiny, one was discharged under suspension of sentence, having already served sixty days' imprisonment in default of bail, and the other, who had been out on bail was sentenced to fifty days' imprisonment in the county jail.

Inasmuch as the jury tempered their verdict with a recommendation to clemency, efforts are now being made by the Firemen's Union and attorneys to secure a commutation or suspension of sentence in this case also.

Such in brief are the principal facts in the case and the results of the trial. The contentions set up, and the issues involved in the arguments, however, deserve serious consideration. All points considered, both sides seem to have been measurably culpable. The master through arrogance, the seamen through ignorance. But the master was the first and final offender against the law, and the verdict was a judicial compromise based on false premises and misconceptions. To begin with, the master and operators of the "Martha Washington" deliberately violated the law by ignoring the language clause of the Seamen's Act in signing on an entire crew of foreigners. Their action in this respect was diametrically opposed to the express policy of the U. S. Shipping Board as laid down by Admiral Benson, "American citizens first," and the results might have been expected under such conditions. According to the evidence the entire crew, fore and aft, and up and down, except officers, were Spaniards; if they had only hoisted the Spanish ensign the outfit would have been complete.

Since the ship is owned by the Shipping Board, and operated by the Munson Line, we believe American policies should go with the flag. Another significant fact is that the trial of this case, involving thirty defendants and occupying three days, has been practically suppressed in the New York papers although the press was represented in court. The master admits having pushed the intoxicated fireman down the bridge ladder on to the main deck, but denies driving him ashore. Be this as it may, the master committed a grave and grievous error either in not keeping the offender on board when he was there, or in abandoning him on the dock minus wages, clothing or identification certificates. The united remonstrance of the crew against such a monstrous act was only natural; one of the firemen who was on watch below even offered to go down and take the fires until the intoxicated member should be fit for duty if the master would only take him aboard. The master, however, refused to assent to this proposal, evidently feeling, in his fit of temper, that he could do as he pleased on his own ship. For this act of reckless arrogance the master should have been punished.

Again in beaching the objectors after the ship had anchored astream, the master having found time to engage substitute firemen must also have had time to leave the wages and papers of the men he was deserting with the American consul, which he failed to do. A report to the consul might have resulted in an official investigation which might have become awkward for the self-sufficient master mariner. It would have caused delay, and possibly have placed him at a disadvantage in a port where the crew understood the prevailing language and he did not. In the United States where neither the language nor the facts were understood, he would have a better chance to impress his views upon the court. Thus, probably reasoned the subtle-minded skipper, and he was as wise as a serpent in his scheming. Then, upon their arrival in the United States, as the wily skipper had probably anticipated and prearranged, the helpless defendants were summarily arrested on a charge of mutiny, alleged to have been committed in violation of the Act of Congress dated April 30, 1790, as amended, re-amended and then amended some more by subsequent acts, and about as applicable to the incidents in this case as the archaic and immutable laws of the Medes and Persians, which "change not."

If we can read English the statute in question, under which these firemen were held, applies to, and provides penalties for mutinous acts committed upon "the high seas, or other waters within the Admiralty and Maritime Jurisdiction of the United States." The revolt in question did not occur "on the high seas," and Montevideo is not "within the Admiralty and Maritime Jurisdiction of the United States." We therefore maintain that the crew was not lawfully indicted, nor legally charged or tried. Throughout the whole dismal proceedings, in our opinion, the statutes have been misapplied, appropriate laws covering the matters at issue have been held in contempt by the master and prosecutor alike, and specifically ignored by the Court in charging the jury or in considering the pleadings of Counsel for the defense. The ancient doctrines of maritime autocracy are as firmly imbedded in the judicial mind as prehistoric salamanders in virgin rock. Courts in Admiralty ofttimes seem mentally immovable, they forget nothing old, learn nothing that is new. Wise in the interpretation of ancient cryptograms they appear dense in the application of modern laws to passing incidents.

The jury in this case was eminently fair and conscientious as well as intelligent and progressive. The Court was just but bigoted. The prosecution was admittedly unfair to the defendants but felt constrained to uphold ancient dogmas in defense of private interests.

The accused seamen were placed at a serious disadvantage at both ends of the controversy. At Montevideo, because they were destitute and had no one to intercede for them. In New York, because they were obliged to testify through an interpreter, and because being unnaturalized aliens they were, more or less, the victims of prejudice. The Captain's defense was supported by the testimony of both deck and engineer officers, while witnesses for the crew could not be found. The notable absence of witnesses for the seamen may be in a measure accounted for by the fact, that the moment they were taken ashore in the police launch at Montevideo, their lockers were broken into and rifled by those remaining aboard, and goods and effects estimated in value at $1200 stolen from them, for which cause suit has already been commenced against the operators of the ship for recovery of the same.

After the trial we had the privilege of

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OUR WASHINGTON LETTER.

(By Laurence Todd)

On the morning of the meeting of the executive council of the American Federation of Labor, ten days after the election, the Social Action Department of the National Welfare Council issued a statement which should serve to stimulate the officers of the A. F. of L. to constructive efforts to meet the nation-wide drive by employers against the labor movement. It read:

"The 'open shop' drive of certain groups of American employers is becoming so strong that it threatens not only the welfare of the wage earners, but the whole structure of industrial peace and order. Employers sometimes favor the 'open shop' because they do not want to be limited in the employment of men to union members. But the present drive is not of that kind. The evidence shows that in its organized form it is not merely against the 'closed shop,' but against unionism itself and particularly against collective bargaining. Of what avail is it for workers to be permitted by their employers to become members of unions, if the employers will not deal with the unions? The workers might as well join golf clubs as labor unions if the present 'open shop' campaign is successful.

"The 'open shop' drive masks under such names as 'The American Plan,' and hides behind the pretense of American freedom. Yet its real purpose is to destroy all effective labor unions, and thus subject the working people to the complete domination of the employers. Should it succeed in the measure that its proponents hope, it will thrust far into the ranks of the underpaid the body of American working people.

"The Bishops of the National Catholic War Council who issued the program of Social Reconstruction said: 'It is to be hoped that the right of labor to organize and deal with employers through representatives will never again be called into question by any considerable group of employers.' The Archbishops and Bishops of the United States in their pastoral letter proclaimed again 'the right of the workers to form and maintain the kind of organization that is necessary and that will be most effectual in securing their welfare.'

"During the war the National War Labor Board recognized a genuine kind of 'open shop,' one which assured the non-union man freedom and the members of the union the right of collective bargaining. That is not the kind of 'open shop' for which the drive is now being made.

"The unions were necessary during the war when working-people found their labor in great demand. They are still more imperative now, and they must keep their strength and grow. Otherwise we shall see a repetition of the old bad days when the workers were utterly dependent upon their employers.

"There is great danger that the whole nation will be harmed by this campaign of a few groups of strong employers. To aim now at putting into greater subjection the workers in industry is blind and foolhardy. The radical movements and distempers in Europe ought to hold a lesson for the employers of America. And the voice of the American people ought to be raised, in the endeavor to drive this lesson home."

Events of the next week will register the influence of this warning, both upon the labor movement, the employers and the general public, including the fanatical anti-labor forces in Congress. One apparent outcome was a sudden change in the editorial tone of the Washington Post, one of the most virulent of the reactionary organs of the East. It printed this morning an appeal to both labor and capital to be moderate, and to remember that the American people are agreed that trade unions are a worthy institution. It begged labor to take a cut in wages in the right spirit, and it begged capital to be as kind as possible in inflicting the cut. All of its buckets-of-blood manner of talking to the labor movement was suppressed, even though it made its usual point—that invested capital is the soul and center of civilization, and payment of private profits on capital the chief business of the human race.

At the A. F. of L. headquarters to-day there met the National Committee to Organize the Iron and Steel Workers. Representatives of most of the original 24 internationals comprising that Committee were there, or were on the way. M. F. Tighe, president of the Amalgamated Iron, Steel and Tin Workers, was on hand, with his usual hostile remarks concerning the men who organized the 250,000 workers who went out on strike a year ago. His effort now is apparently directed toward quieting the demand that another strike be called at the first reduction of wages in the steel industry. Most of the members of the committee are out of sympathy with Tighe because of his failure to co-operate with them in the last strike, and because of his open hostility to Fitzpatrick, Foster and Jay G. Brown, who led the strike. They believe that the Gary attitude, and its temporary triumph in the steel industry, has been the chief factor in creating the present anti-union agitation among big employers, and that until steel is organized there will be no safety for any other industry. However, their immediate action will depend on the willingness of the executive officers of the A. F. of L. to give active and personal aid in getting the steel workers together.

One of the first things which this session of the executive council is expected to accomplish is the formal divorce of the A. F. of L. from the International Federation of Trade Unions. This step was authorized by the Montreal convention, through its adoption of a report hostile to affiliation with the Amsterdam office of the moderate labor movement of the world. Recent developments in Europe indicate that while the American movement is splitting off from the Amsterdam international because of the "radical" character of that body, the movements of labor attached to the Moscow, or Communist international have rejected the Amsterdam central as being "reactionary." The Amsterdam international of labor stands for the policy of restoring peace and establishing democracy in industry, with recognition and friendship for Soviet Russia. The Moscow international demands endorsement of the Communist program of a dictatorship of the proletariat through revolution, rather than socialization of industry through the ballot. And the A. F. of L. executive stands against any socialization of industry and against recognition or friendship with Soviet Russia.

In this connection it is worth noting that Senator Harding and his political advisers have unanimously refused to be led into the trap set for them on the Russian issue by the Palmer-Colby-British entente. They are not stampeded into saying that they are sorry that Mr. Vanderlip of Los Angeles, with his syndicate, has made a contract with the Soviet government to furnish Moscow with one billion dollars' worth of American manufactured goods—chiefly metal products. Even Elihu Root, in a speech to the millionaire women's society which sends socks to Russian ex-aristocrats now refugees in other countries, was careful not to say that we should refuse to trade with or recognize the government headed by Nicolai Lenine.

Harding knows that unemployment is becoming a terrible spectre in this country, and that his one hope of saving his administration will be to find a way of selling American products for money or for goods which America needs. Russia has the money and the raw materials we want. The Vanderlip syndicate has settled that point. Every banker in Wall Street can tell Harding that there is no other market in Europe that offers a chance for the resumption of industries now closing down in all parts of the United States. Harding can add two and two. So can the scores of central labor bodies that have urged the Wilson administration, though in vain, to permit trade with Russia to be resumed. It is probable that the British blockade, and the Palmer-Colby-British barrage of bunk concerning Russia will continue until Harding takes office.

Fear of the political and industrial effects of widespread unemployment is already taking the edge off the pleasure the Republicans have taken in the election returns. They wonder how they are going to meet the wage workers' demands for a living wage and steady work. Until the industrial depression is past, there will be no security for any political party or faction in power. For that reason, the Harding administration will probably have no dealings, in public, with the proposed National Open Shop Federation, which is being promoted by the Associated Employers of Indianapolis, and with which hundreds of local, State and National associations of employers and chambers of commerce are declaring their agreement.

The incomplete list of organizations "which are interested in promoting the American Plan or open shop in industrial relations," as their official circular states it, is an amazing document. It names the American Defense Society, National Erectors' Association, National Association of Manufacturers, Inter-Racial Council, National Security League, National Industrial Council, American Service League, Railway Executives' Advisory Committee, Conference Committee on National Preparedness, and many other of the "patriotic" and "100 per cent. loyal" masqueraders of organized industrial oppression in this country.

Demand the Union Label.

THE DEMANDS FOR OIL

(Continued from Page 7)

fleets of the established oil companies were totally inadequate to meet the demand. A large number of our tank steamers in order to keep them fully employed were chartered to private companies before the growing demands of the Merchant Marine created such a shortage in tank steamers and they were thus beyond our control during a considerable period. This condition, I am glad to say, has been rapidly corrected and early in the year 1921 we will have at our command sufficient tank steamers to enable us to expand our bunker station program and eliminate the purchase of oil on the open market, which will result in further enormous savings

Lubricating oils also play an important part in ship operation and our requirements of this product now amount to approximately 4,000,000 gallons per annum. Our first contracts for lubricating oils were made in October, 1919, for all domestic ports for one year, at prices substantially fifty per cent. below the prevailing market and we have recently executed contracts for another year.

I have discussed this matter in considerable detail, desiring that you leaders in the American Petroleum Industry should have an intimate knowledge of our requirements and the policy which we are pursuing to secure the necessary supplies of fuel oil and lubricating oils, in the hope and belief that we may have your sympathetic co-operation to the end that our efforts to upbuild the American Merchant Marine may be lastingly successful.

In conclusion, may I impress upon you with all the earnestness at my command, that we are now facing the most unrelenting and stifling competition of nations trained in all the fine points of ship operation. One of our greatest advantages lies in the fact that about seventy-five per cent. of our entire fleet burns oil for fuel, as compared with about fifteen per cent. for all foreign shipping. This advantage cannot be realized to the fullest extent unless the Shipping Board and the American Merchant Marine as a whole can be assured of an adequate supply of fuel oil not only now, but of more importance, in the future as well, at reasonable prices. To this end, I have no hesitancy in appealing for a continuance of that support which the American Petroleum Industry has so patriotically tendered in the past.

ATLANTIC COAST AND GULF

(Continued from Page 9)

listening in at a conversation between one of the jurymen and counsel for the defense, at which the U. S. District Attorney, his assistant, and a newspaper reporter were also present.

According to the statements of this gentleman, who appeared entirely fair-minded and sympathetic, the jury had been deeply impressed by the arguments of counsel for the defense. They felt, he said, that under similar circumstances they would have acted precisely as the crew of the "Martha Washington" had done in defense of an abandoned shipmate. They also realized, he added, that the crew had a perfectly legal right to leave the ship in a safe port, taking their effects with them. But the jury was not convinced from the evidence adduced that the master had actually forced the drunken fireman ashore. Had that point been established beyond a doubt, he concluded, the verdict would have been for acquittal of all concerned, thus leaving the master open to prosecution under the Statute for abandoning a seaman. A compromise of some sort being, therefore, inevitable, it appears, the two defendants who understood English and should, therefore, be deemed to "know better," had been convicted with a recommendation to clemency to gratify the prosecution and placate the defense.

The United States District Attorney, himself an antique exponent of the old school, maintains in private conversation the same hoary old doctrines which he vociferously upholds in public contention before the court. "Unless," insists this case-hardened disciple of the ancient scepter, "a shipmaster can control his own crew in a foreign port, he might as well lay down and quit!"

Granted, Sir! But his control must be in accordance with the law, and not counter thereto. The master and seamen by their individual signatures affixed to the articles all become parties to the same agreement, and are thereby amenable to the same laws. If the seamen offend by violation of one statute, the master cannot correct them by wilfully violating another for revenge.

If a shipmaster persists in shipping seamen entirely ignorant of our language or traditions in preference to men who understand and appreciate both, how, then, can he expect them to comprehend our laws, which because of their verbosity and ambiguity leave judges and juries, and legal practitioners, often, in doubt and always in dispute?

Owners and operators of American ships should require their masters to engage their crews in strict accordance with American statutes and treat them accordingly under all circumstances. Then there would be no reasonable or justifiable cause for revolt on the part of the crew.

Alien seamen entering the American merchant marine should separate themselves as much as possible from old world ideals, take out their intention papers at once, and take up the study of the English language for the purpose of becoming full fledged American citizens of good repute and legal status.

Until a final decision has been handed down by the United States Supreme Court on the question involved in the "Poughkeepsie" case, we expect that public prosecutors will continue to dig up and try to revive and galvanize into renewed activity the dead and gone, embalmed and buried doctrines found in ancient catacombs for the prosecution of suspected seamen.

J. H. W.

WEEKLY NEWS LETTER.

(Continued from Page 3)

garrulous incompetents. They will also be able to make a shrewd guess at the motives for the campaign of disruption which has been started from the same quarter."

CONGO HAS MISSING LINKS.

A race of pigmies of such primitive characteristic that they are but little removed from ape men have been discovered in the forests of the Belgian Congo, Africa, by Dr. Leonard J. Vandenbergh, a Catholic missionary and anthropologist, who returned to the United States recently from a tour of Central Africa which extended over eleven months. The adults of the newly-discovered tribe average about four feet in height. The creatures are known to other tribes as Mambuti, and are very ape-like in appearance, and the males can move with surprising agility through tree branches.

In a state of universal organization among the workers one meal would be worth all the money in the world. In that event the advantage would lie with the stomach most inured to abstention. In other words, hunger would be the ally, not the enemy, of the workers.

International Seamen's Union of America

(Continued from Page 5)

EASTERN MARINE WORKERS' ASSOCIATION

D. J. GEDDES, President
NEW HAVEN, Conn ..... 13½ Collis Street

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SOUTH CHICAGO, Ill. ..... 3308 E. 92nd Street
Phone South Chicago 7666
TOLEDO, O. ..... 618 Front Street
Phone Bell, Navarre 1823
CLEVELAND, O. ..... 1012 Superior Avenue
Phone Main 866
MILWAUKEE, Wis. ..... 162 Reed Street
Phone South 598
DETROIT, Mich. ..... 44 Shelby Street
Phone Cadillac 543
CHICAGO, Ill. ..... 332 N. Michigan Avenue
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Phone 890 P. J.

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ASTORIA, Ore. ..... P. O. Box 138

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Room 2. Phone Seymour 3976

Labor News

Federal troops have been withdrawn from the strike-bound coal fields in Mingo county, West Virginia. They are replaced by State cossacks. Governor Cornwall asked for the troops. The strike is still on. The strikers declare that the Governor is disappointed that they did not stampede back to the mines when the soldiers appeared.

At a mass meeting of organized teamsters of New York the employers' offer for longer hours and the same rates, as a reply to the workers' demand for wage increases, was booed. The drivers unanimously rejected the bosses' plan and accepted the advice of their officials not to fall into a trap and precipitate a strike. It was decided to remain at work and demand arbitration.

The Washington State Federation of Labor is urging a complete revision of the State workmen's compensation law. A conference has been arranged by the State Industrial Commission, the unionists and employers. The workers say the particular need is for substantial increases in all of the awards provided by the act. The law is nine years old, and they point out that 1911 minimums are now impossible with living costs advancing to nearly 150 per cent.

If Federal employes were unorganized, 9000 of them would not secure wage increases that range from 5 to 50 per cent. Last September the Navy Department made a wage advance for civilian mechanics, as a result of the agitation by these organized workers. Clerical and messenger navy yard employes were not included, and the National Federation of Federal Employes took the matter up with the Navy Department. Local boards were established with results noted above.

Labor is not going back, declared Tom Moore, president of the Trades and Labor Congress of Canada, in an interview in a Toronto newspaper. "I would remind those employers who talk of labor accepting lower standards," said the unionist, "that 300,000 from labor's ranks have come back from the world war with terrifying ideals, ideals for which they fought and were prepared to die. Depend upon it, labor is not, nor should it be expected to, going to bear the brunt of falling prices. The ideals of these 300,000 men have permeated the ranks of Canadian labor. Those captains of industry who think labor should be the first to suffer are making a serious mistake."

The Engineering and Mining Journal discovers that "more and more is the social condition of the working man being improved," and that this movement is "good business" and benefits the employer. One reason, it must be admitted,' continues this publication, "is that conditions in [illegible] camps were too unspeakable to continue, and another is that things had to be made more attractive than in similar employment in urban communities in order to hold men in [illegible] places." This journal suggests that "granting a paid vacation of two weeks of the year to wage earners who have worked steadily will help to eradicate class distinction and will tend to remove the idea that they do not belong to the privileged class. It will also, in many cases, make for greater efficiency."

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TERMS ARE REASONABLE

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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

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SAN FRANCISCO

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Tennison, Peter
Walgren, Hilmer

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INFORMATION WANTED

Victor Bono is anxious to ascertain the whereabouts of his brother, Eugin Bono, a native of Norway. Kindly communicate with the above party at 59 Clay street, San Francisco. 11-24-20

Portland, Or., Letter List

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Rights and Duties of Merchant Seamen

SEAMEN, have you got a copy of Axtell's new book, "Rights and Duties of Merchant Seamen"? It deals with income tax, how to become a citizen, contains a complete digest of the Constitution of the United States and amendments, the famous Thirteenth Amendment, declaring that men shall not be compelled to do involuntary servitude under the laws of the United States; a history of the great fight made by organized seamen of America for liberty, how that liberty was obtained and is now expressed in our statutes and is buttressed by the foundation of our Government itself, the Constitution of the United States. This book contains a complete digest of the Constitution of the United States. It contains a complete digest of the Statute of the United States pertaining to seamen, officers, consuls and owners, their rights and duties to themselves and to each other; the subject of wages, overtime, salvage, personal injury, discharge in foreign ports, wrongful and proper; questions of discipline; rights and duties of consuls are fully set forth in this little volume of one hundred pages.

The actual cost of publication is 65c. The price is $1.00 in single copies. In orders of ten, a discount of 10% is allowed. In lots of twenty 20% is allowed, in lots of twenty-five 25% discount, in lots of one hundred 30% discount. In other words, in lots of one hundred there is 5% to cover cost of shipment.

The author, Silas B. Axtell, Attorney for the International Seamen's Union of America, in nine fights before the Supreme Court of the United States to enforce the Seamen's Act, Attorney for the Seamen's, Firemen's and Cooks' organizations in innumerable legal battles, is the leading authority on the law pertaining to seamen.

There are only 2000 copies of this book to be disposed of. They are going at the rate of 250 per week by mail order alone.

This is what Harry Olsen, who initiated Mr. Axtell into the Sailors' Union of the Pacific before he went on board the "West Calumb" as ordinary seaman in September, 1919, says:

> "Your book, 'Rights and Duties of Merchant Seamen,' ought to be in the hands of every seaman. Knowing the law would settle a good many disputes which now arise. I will do my best to further the sale of the book and to start with I enclose P. O. Money Order for $20.00 for which kindly forward twenty books as soon as you can."

The following is quoted from a letter just received from Frank Manning, an American Seaman, who met with a serious accident on board an American ship. After stating the facts in his case and asking for assistance and advice, he says:

> "Orunds Hospital, Copenhagen, Denmark, October 27, 1920.
>
> "As I am not up in the Maritime Law whatever and do not pretend to know the least thing about it, it is no good for me to get into any arguments over here with these people because an uneducated person cannot cope with them. Well, Mr. Axtell, hoping to hear from you and hoping this finds you in good health, I am
>
> "Respectfully yours,
>
> FRANK MANNING,
> Copenhagen, Denmark."

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Home News

A bid of $10,000,000 for the Hog Island shipyard, made by J. N. Barde of the Barde Steel Products Corporation of New York, has been rejected by the United States Shipping Board. Admiral Benson said the sum offered was entirely too small, adding that the Hog Island plant was not for sale at a bargain.

Prices of foods served at Child's restaurants throughout the United States will be reduced from 11 to 28 per cent. as soon as new menu cards can be printed and distributed, it was announced by A. W. Riley, head of the Government's "flying squadron" of profiteer hunters. The 10-cent cup of coffee, however, will remain.

The Merchants' Association of New York has completed a study of industrial pensions. The association confined its attention to the old age system maintained by private corporations. It reports that there are now between 150 and 200 such systems in this country. Manufacturing concerns, railroads, banks and other large organizations chiefly have undertaken the development.

Four of the C. W. Morse group of shipping companies have filed suit against the Shipping Board for a total of $2,378,256, representing alleged damages suffered by reason of failure of the Board to authorize the transfer to the Canadian flag of the steamships "Minneapolis," "Binghamton," "Huron" and "St Paul," sold to G. A. Moulton for $570,000, of which $170,000 was to be in cash and $400,000 on mortgage to be pledged with the Board as part security for a loan of $750,000 to be made by the Board to the Virginia S. B. Corp., a Morse concern, which was to build 12 steamers for the Emergency Fleet Corporation.

Twenty-one States have accepted the terms of the Federal industrial rehabilitation act. These States, in the order of their acceptance, are: Nevada, Minnesota, New York, Tennessee, Arizona, Indiana, North Dakota, Oregon, Ohio, Georgia, Arkansas, North Carolina, West Virginia, Iowa, Delaware, New Jersey, South Carolina, Alabama, Utah, Mississippi and Texas. The industrial rehabilitation law has been described as "an act to set up injured workers." It is based on the theory that an injured person is of more benefit to society and to himself if he is assisted, through training, to earn his living. The Federal government appropriates to each State an amount equal to that appropriated by the State for that purpose.

Admiral Benson, in a recent address before the Boston Chamber of Commerce, expressed the opinion that the United States Shipping Board, of which he is chairman, would ultimately be to shipping what the Interstate Commerce Commission is to the railroads. He said the Board had very little opportunity to study the real problems connected with commerce, due to the abnormal situation developing from the rapidity with which the ships were built. He supported the St. Lawrence river canal project, saying that if necessary the United States should issue bonds to finance the enterprise, and urged that American vessels be given preference by shippers over those of foreign countries, even though the rates were slightly higher.

Domestic and Naval

With the delivery on October 15 of the steamship "Bayou Chico," a cargo-boat of 9000 tons deadweight, the Pensacola Shipbuilding Company completed the last order on hand for the Emergency Fleet Corporation. During and since the war the company in all built ten steel steamers for the Shipping Board.

The latest available statistics show that on Oct. 1, 1920, the number of sea-going merchant vessels, of 500 tons gross and over, under the American flag (exclusive of U. S. Shipping Board tonnage), was 1,829 of 4,625,324 tons gross, which was an increase of 25 vessels of a gross register tonnage of 116,335, since September 1.

The steamship "Minnekahda," 17,221 tons, which has been employed as a freighter by the Atlantic Transport Line since she was built at Belfast in 1917, is to be put under the American flag for service between New York and Hamburg, in conjunction with the "Manchuria" and "Mongolia." As an emigrant ship she will carry 3,000 steerage.

Sale of the former United States gunboat "Machias" to the Mexican Government for a price said to be $35,000 was reported during the week. The "Machias" is a vessel of 398 tons and was built in Bath, Me., in 1893 by the Bath Iron Works. Her personnel calls for eight officers and 182 men. The craft is listed with a speed of fifteen knots.

The Shipping Board has rejected a bid of $3,000,000 for the "Leviathan" made by J. W. Thompson & Co., Philadelphia, as being entirely inadequate. A request from the Department of Labor that the steamer be turned over to Ellis Island for use in housing emigrants also has been refused, as it was thought unwise to risk the wear and tear incident to such use.

The steamship "Imlay," an oil tanker of 9900 tons deadweight, built by the Moore Shipbuilding Company at Oakland, Calif., and delivered in September, 1919, has gone back to that yard to have her 3000 s.h.p. geared turbines taken out and replaced by reciprocating engines at a cost of $82,623, which includes other repairs. The "Imlay" is owned by the Shipping Board.

Management of the Shipping Board's fleet of refrigerator steamers from the River Plate to United Kingdom ports, recently relinquished by the International Mercantile Marine Company, will be transferred to other companies. The service was instituted about a year ago with the refrigerator steamers "Monasses," "Oskawa," "Yamhill" and "Guimba." The first three boats have been allocated to the Elder-Steel Steamship Company and the "Guimba" to the International Freighting Corporation.

After [illegible] hours aboard their storm-tossed vessel, the 7600-ton steel freighter "Frances J. Widlar," Captain Arthur Forbes and the twenty-seven members of the crew reached Sault Ste. Marie on the rescue tugs "Iowa" and "C. E. Ainsworth." Rescue of the crew, which was effected when a yawl from the "Iowa" made three trips through heavy seas to the "Widlar," which lies in imminent danger of breaking up on Pancake Shoals, near Whitefish Point. The vessel, according to Captain Forbes, lies hard aground in about fifteen feet of water.

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JUNE 30, 1920

Assets	$66,840,376.95
Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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INFORMATION WANTED

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

If anyone knows the whereabouts of Arthur Kasper, a member of the Eastern and Gulf Sailors' Association, kindly communicate with S. Alexanderson, Box 571, Portland, Me. 11-17-20

Olaf Nyhagen, a native of Bergen, age 36, is inquired for by his mother, Mrs. Dina Nyhagen, Bergen, Norway. 4-28-20

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News from Abroad

Cost of living for people of moderate means in Constantinople has increased by 1420 per cent. since the beginning of the war.

The Danish Court has awarded Kr. 444,825 as salvage compensation to Em. Z. Svitzer's Salvage Co. in connection with the stranding of the steamer "Lordship Manor." The hull in damaged condition was legally valued at Kr. 3,600,000 and the cargo at Kr. 3,700,000. The salvage remuneration therefore represents about 6 per cent. of the total interest.

A report from Stockholm quotes the manager of the Goetaverken shipbuilding yards, at Gothenburg, to the effct that the situation of the Swedish shipbuilding industry is serious, especially so far as the smaller yards are concerned. Most orders for new vessels are now being placed in Germany, Denmark and Great Britain, owing to the more favorable rates of exchange.

Germany has delivered to the reparation commission bonds to the amount of $11,580,000,000. This announcement was made in the House of Commons by Austen Chamberlain, Chancellor of the Exchequer. The delivery is in accordance with the requirements of the peace treaty, and the commission proposes to hold them as security for and in acknowledgment of Germany's debt.

The American Red Cross expended $51,000,000 in relieving suffering Europe during the year ending June 30, according to a preliminary report by that organization. The details will appear in the forthcoming annual report. Relief is now confined to Poland, Serbia, Montenegro, Albania, West Russia, South Russia, the Baltic states, Vienna, Budapest and Constantinople.

The Australian Government does not appear to have been more successful than the United States Shipping Board with its wooden steamers. Replying to a question in the House of Representatives at Melbourne recently, the Australian Premier stated that the wooden ships "Burnside" and "Braeside," being built at Ryde, N. S. W., have been sold to an Australian firm for £90,000 in completed condition, although £112,320 has already been disbursed on the vessels.

Germany is drifting steadily toward bankruptcy, and under present conditions this is not the worst that could happen to her, says a Berlin dispatch to the American quoting officials. Minister of Finance Wirth has threatened to resign unless Cabinet takes immediate steps to reduce national debt, now estimated at 242,700,000 marks. Claims of citizens for losses suffered by treaty total 131,000,000,000, including 17,000,000,000 for loss of merchant marine and 90,000,000,000 for loss of German property in enemy countries.

Immediate withdrawal of American troops on the Rhine was urged by Representative Kahn of California, chairman of the House Military Committee, speaking at the Armistice Day celebration. If he would have his way in the next Congress, the forces would be recalled, he said, adding that American troops are not "bill collectors for other nations, nor are they policemen for the nations of Europe." Kahn urged military preparedness as a means to prevent war, adding that he takes little stock in talk of war with Japan.

With the Wits

"All that the motion picture lacks is the mere matter of human speech." "Well," replied Mr. Stormington Barnes, who never will forget the palmy days, "that's all a deaf and dumb asylum lacks."—Washington Star.

"Gabbleton tells a funny story of how he shortchanged a taxicab driver." "The infernal liar!" "Ah! You know Gabbleton?" "No, but I know taxicab drivers."—Kansas City Star.

Mr. Longsuffer—If I pay the rent you're asking I won't have enough left to keep the wolf from the door.

The Agent—The janitor will see to that. Wolves are not allowed in these apartments.—Judge.

"Has your son gone into business yet?"

"No," said Mr. Grabcoin, "but I'm inclined to be lenient with Jack and let him loaf for several years if he wants to."

"Why so?"

"He got through college without getting engaged to a chorus girl, smashing his automobile, and joining the Glee Club."—Birmingham Age-Herald.

Rendix (boarder from city, viewing splendid new touring car in Farmer Seedlum's stable)—I say, Seedlum, this is an infinitely better proposition than the little rattling machine you had last year.

Farmer Seedlum—But it ain't mine, Mr. Rendix. I ain't got no car any more. Such things as gasoline, oil an' tires got so plum high I just couldn't afford keepin' no car. This 'ere new one belongs to Jackson, my hired man.—Toledo Blade.

"How comes you to get that gang of city fellers to come out and spade up your farm?" inquired Clem Jeter of the grizzled old farmer. "When I drove by there a while ago they was a-spadin' all over the place."

"Well, I wasn't feelin' like workin' myself," replied the g. o. f., "so I sorta insinuated down at the post-office tuther day that I had seen a feller burying something that looked like a gallon of likker tuther night."—Barber County (Kansas) Index.

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A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXIV, No. 13. SAN FRANCISCO, WEDNESDAY, DECEMBER 1, 1920. Whole No. 1729.

WHAT IS INDUSTRIAL DEMOCRACY?

An Outline of the American Workers' Basic Rights

What has the worker a right to expect of industry?

This is a question not easily answered. At any rate, there seem to be irreconcilable differences of opinion upon the subject. Mr. W. Jett Lauck, former secretary of the National War Labor Board, attempted to answer the question in an address before the National Consumers' League at Philadelphia.

Mr. Lauck has had an unusually varied experience in industrial problems affecting labor. He is anything but a novice in the world-wide struggle for the democratization of industry. For this reason his speech, published herewith, and the timely suggestions offered must not be considered as mere words and phrases. But—

Do we really need Wage Adjustment Agencies under Government auspices?

In any consideration of the question, "What has the worker a right to expect of industry," we must assume general recognition and acceptance of the fundamental social right of labor—the right to an opportunity to work. Orderly society must afford opportunities of employment to its great constituent element, the workers, and that form of society which does not do this has something inherently wrong with it that must be corrected, either by unemployment insurance, or measures for the regularization of employment.

Conceded this social right, the industrial rights of the workers are elementary.

1. The worker has a right to a living wage—a wage that will enable him to live and to support his family according to American standards of living in health and a reasonable degree of comfort.

2. The worker has a right to a basic day as short as commensurate with maximum efficiency and maximum production.

3. The worker has a right to recognition as a so-called part of industry, and, as the result of this recognition, entitled therefore to a voice in the control of industry and its operation. This embraces the right of the worker to organize and to bargain collectively with his employer through representatives of his own choosing, and his right to a share in the proceeds of industry over and above his wage in proportion to his productive efficiency.

These rights of the worker are predicated upon his being considered and treated as a social being. Labor is no longer regarded as a mere commodity, to be dealt with on the basis of the law of supply and demand to be exploited mercilessly, or to be exploited intelligently and patronizingly by self-appointed overlords of industry. That industry which does not or can not yield its workers a living wage is unsocial, and has no economical or ethical right to exist, and that industry which requires of its workers unduly long hours is destructive and may also be classed as inimical to the best interests of society as a whole.

As a rule such industries as these which take advantage of and exploit their workers, are equally unscrupulous in the tribute they levy upon the general public in the way of high prices and unjustifiable profits. There is no better concrete illustration of this than is to be found in the anthracite coal industry, the control of which centers in Philadelphia and the mining operations of which are within a short distance.

When the anthracite miners presented their wage demands and other grievances to the commission appointed by President Wilson they exposed a condition of affairs shocking to all right-thinking men and women. They showed that miners and their families were living under housing and community conditions which were deplorable to say the least. The earnings of heads of families in the coal mines were found to be inadequate. In order to supplement the family income, or the earnings of husbands and fathers, the wives and children of the miners were forced into the silk mills, the shirt factories and the knitting mills that are to be found throughout the anthracite region, some of which have been deliberately developed there to take advantage of the necessities of the mine workers and their families. Forty per cent. of the wives of the anthracite miners either kept boarders and lodgers or were employed for wages, and approximately 28 per cent. of the families were dependent upon the earnings of children. Evidence was also offered to show the monopolistic control and monopolistic profits of the anthracite industry, and that the industry could pay a living wage without increasing the price of coal to the consumer, but this evidence was barred from consideration on the technical grounds that it was not germane to the arbitration. The anthracite operators took the position that the matter of their profits was none of the public's business, and to date they have been permitted to get away with this amazing arrogance.

Those familiar with the proceedings will recall that one operator testified that he knew $3.34 per day to be a living wage because he knew miners who lived and supported their families on that amount. He admitted that the wives and children "helped." Another operator declared that the budgets of living requirements presented on behalf of the miners were not fair because they did not take into consideration "opportunities for growing foodstuffs in gardens, for securing fresh eggs from the worker's own flock of chickens, for fresh milk and cream and butter from cows owned by the workers, for fresh air, open country and independent living, which are afforded without cost to the workers in many sections of the anthracite region"! He did not suggest, however, that the operators might be content with a smaller margin of profit because of their incomes from outside investments.

The Commission gave the miners a wage increase that increased the cost of a ton of anthracite coal approximately 50 cents. Before the Commission began its hearings, however, the operators had advanced the price of coal $1 per ton in anticipation of any possible wage increases, and during the arbitration and subsequent to it the price was still further advanced until today in Philadelphia the public is paying a price for anthracite that is at least $3.25 in excess of a fair price.

And yet the operators tell you that it is not a matter of public interest which controls the anthracite industry, or what its profits, direct or indirect, amount to! They explain the abnormally high price of coal by placing the responsibility on "a few independent operators." Those few independent operators must be handling all the coal produced by the industry, for the public is paying top prices for all the coal that is sold.

This is a representative example as to how the failure to secure a living wage is productive of discontent, reduced output, and of serious loss to the public through recurrent dislocations in the industry.

I would suggest that the important thing at this critical stage in the affairs of this nation and of the world is that we proceed in orderly fashion to establish guarantees by which the worker will be protected in those rights which have been enumerated as elementary, and by which the public interest will be safeguarded against an autocracy of capital or an autocracy of labor. The first step in this direction, I believe, should be the establishment of an industrial code defining the fundamental principles to govern all relations in industry on the basis of fair dealing to labor, fair dealing to capital and fair dealing to the public.

President Wilson's first industrial conference in October, 1919, which was to have accomplished some such purpose as this, failed because the employer's group would not accept a definition of collective bargaining submitted by the labor group and approved by the public group. The President's second conference adopted a program for the adjustment of industrial controversies and recommended the establishment of an elaborate series of boards or adjustment agencies, but it failed to recommend the principles or basis of adjustment which should underlie the deliberations of these boards, although such principles were discussed in the report. The Senate Committee on Labor now has before it a proposal submitted by Senator Kenyon, of Iowa, which contemplates both the establishment of the code and the creation of machinery adequate to apply it.

Real progress in this direction depends essentially upon an aroused and militant public opinion that demands and will have industrial peace, for constructive action by the Congress is essential.

Increased production of our farms, our mines and our mills is absolutely essential if the nation is to recover from the disastrous effects of the world war, discharge its international obligations and realize its world-wide opportunities.

Increased production is impossible, unthinkable, unless we have reasonably satisfied and contented workers in every field of industry. This means the prevention of strikes and dislocations and the maintenance of industrial peace. It is the judgment of statesmen, of economists and of intelligent leadership of both capital and labor that there can be no permanent industrial peace until there has been defined and promulgated by legislative action, a Magna Charta of industry or a bill of industrial rights which can be used on a basis of procedure, and which would be mandatory upon the deliberations and arbitration of wage adjustment boards.

At the close of the war it was thought that the way was open for such action through voluntary agreement between capital and labor. Our own experience during the war in the application of the principles or code which was at the basis of the work of the National War Labor Board, had led to the belief that such a constructive program could be adopted as the basis of the production of which the world was in so grievous need after the cessation of hostilities. Moreover, the enlightened opinions of the leading industrial and commercial nations of the world had given its sanction to these same principles in the labor provisions of the Treaty of Peace, and they had received further sanction from the reconstruction pronouncement of churches, both Catholic and Protestant, without regard to denomination.

But the golden opportunity was lost. The spirit of co-operation between capital and labor gradually disappeared. It was replaced by open conflict. The lines are now being drawn for industrial warfare on an unprecedented scale.

Public opinion can alone save the situation. The public always has been and will continue to be the sufferer from industrial conflicts. It should act, therefore, in its own interest by the establishment of wage adjustment agencies, and the formulation of an industrial code or series of principles which would be mandatory upon the deliberation of such agencies, and those principles, or code, should guarantee and safeguard both labor and capital in their fundamental rights as factors of production.

This program, I believe, would protect industry from the arbitrary control of either capital or labor, and make possible a larger measure of industrial democracy. At the same time it would also advance the well-being of the general public, for the reason that it would, by stimulating the co-operative effort of capital and labor, increase the productive efficiency of industry as a whole.

BACK TO THE FARM.

Why not look for riches in the rural districts? Throughout our entire history the youth of the land have been flocking to the cities in search of opportunity; but the question arises whether big opportunities cannot be found and developed on the land. Our cities have never produced as much wealth as the country has done; and it is probable that the time has already arrived when our people exclusive of the wealthiest 10 per cent., can earn more per capita in the country than in the city.

The gross wealth production of the United States in 1919 was about $54,000,000,000. This includes crops, animal products, manufacturing output, mineral production, timber and lumber output, and fishery production.

Of this $54,000,000,000, the cities last year produced about 23 billions, while the other 31 billions came from the ground.

One usually thinks of mining enterprises as though they contained endless possibilities of sudden wealth; and yet of that which came from the ground last year, only 5 billions consisted of mineral products, including gold, silver, petroleum, coal and all the rest, while 25 billions were agricultural products.

From 1914 to 1919 the wages of New York factory labor increased 88.3 per cent. It is estimated that average per capita incomes in the United States during the same period increased about 75 per cent. However, this wage average is accurate, being an actual compilation covering nearly 000,000 workers. But impossible as it may seem, the gross income of the typical farmer during the same period increased 171 per cent., as may be seen by dividing the total value of agricultural output by the number of persons engaged in the industry. Thus the farmer obtained a greater benefit from the war than any other class of people except the ultra rich.

One need not be a farmer in order to obtain the fullest share of rural prosperity. There are about 5,220,800 persons living in the rural districts who do not belong to farmers' families. The stores, shops and other business establishments in these districts get all the benefits of the prosperity and stability of agriculture, and indeed the trade of the farmer is the best and most constant trade in the world.—Paul Clay, in Forbes Magazine.

ADMIRAL BENSON'S APPEAL

Admiral Benson, chairman of the Shipping Board, has just issued the following message addressed to all Seafarers of the American Merchant Marine:

There exists in marine affairs at the present time a situation which I deem it advisable to bring to the attention of the entire personnel of our vessels.

There has been a serious lessening in ocean freight movement with the consequent tying up of Shipping Board and many privately owned vessels. Foreign competition which our merchant marine must face has become keen.

I must appeal to your public spirit in helping the Shipping Board under these unusual conditions, to the end that we may meet competition successfully.

It is of vital importance that hearty support of all those serving on Shipping Board ships be given in the direction of reducing expenses and in making our merchant fleet self-sustaining.

Masters and chief engineers on our ships, as well as port captains and port engineers, are urged to take the utmost interest in the operation and proper repair of the vessels in their charge. To do this it will be necessary for every individual to exert himself to maintain his ship in seaworthy condition, to effect quick turn around, to reduce the cost of repairs by making them within the regular hours allotted, and by avoiding overtime by every possible means. In this officers should set a good example to their men.

Our attention has been called to the lack of discipline on shore among some of the officers and seamen of vessels touching at foreign ports. This situation is resulting in some vessels being delayed with consequent expense or in having to sail shorthanded. It should be stopped at once.

Unless such improvements in efficiency can be brought about it is inevitable that an increasing number of vessels must be tied up with consequent reduction in the opportunities for employment of both men and officers.

The men of the merchant marine have never failed to respond to an appeal in behalf of the best interests of our country. I feel sure that prompt and earnest effort will be made by everyone in the service to meet the present situation.

(Signed) W. S. Benson,
Chairman.

The extent of trade unionism is the best possible measure of a people's capacity for self-government.

"CAN'T-STRIKE" LAW IS COSTLY

The publicity bureau of the trade union-farmer non-partisan political campaign in Kansas is enlightening Kansas voters on the cost of Governor Allen's "can't-strike" law and its power over every citizen.

It is stated that the law has been in existence a little over seven months and vouchers on file at the state house show that the industrial court, which enforces the act, has spent $54,950.99. During that period increased rates were granted to 61 corporations and 13 industrial cases were reviewed. Five of the industrial disputes were individual employees of the Joplin & Pittsburg railway. One of the cases was the unorganized employees of the Great Bend flour mills, and on whom the court took compassion and recommended a work day of less than 12 hours; no wage increase was granted.

The jurisdiction of this court extends beyond stopping strikes. Other powers of these irresponsible three judges are:

"Preserving the public peace, protecting the public health and morals, the general welfare, private security, preventing industrial strife, disorder and waste, and securing regular and orderly conduct of the businesses directly affecting the living conditions of the people."

"As thus seen," continues the trade union-farmer press bureau, "the powers of this court are almighty—civil and criminal, secular and spiritual—nothing is exempt, not even our conscience, superseding every other tribunal, board, commission or department of our State government, with preference given to its matters over all others. Of all things, God alone could be imagined to have more power, but in Him we would expect to find justice tempered with mercy."

REBELS IN MESOPOTAMIA

The following spicy comment is from the Maoriland (N. Z.) Worker:

"The Mesopotamians, whose country we are holding down with military, are now described as 'rebellious,' and their leaders as 'agitators' when they resist the foreign yoke. Several of 'our' garrisons have been cut off by patriotic Mesopotamians during the past fortnight, and many casualties have been suffered. The railway has been cut in many places, and in Rumeartha several 'agitators' were released from prison by 'rebels' after the latter had killed some soldiers. The 'Sunday Express' (London) states that a permanent occupation of Mesopotamia will cost us £40,000,000 a year."

"COMPANY" UNION PAYS.

The Oregon Lumber Company of Enterprise, Ore., announces a wage reduction of 20 per cent. This concern operates a company "union" known as the Loyal Legion of Lumbermen and Loggers, established during the war by Col. Disque. The legion is rapidly falling to pieces despite every effort to give it the appearance of life.

Organized timber workers point to this wage reduction as proof of their claim that the timber barons favor the legion because they can use it when wage reductions and a long work day are wanted.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

High Lumber Prices Traced to Monopoly.

High lumber prices are traced to their cause by George P. Hampton, managing director of the Farmers' National Council.

Mr. Hampton calls attention to a report by Commissioner of Corporations Davies in 1914 that sixteen holders own 47,800,000 acres of timber lands in this country. This is an area 10 times greater than the State of New Jersey. The Federal official also reported that 1,694 timber owners hold in fee over one-twentieh of the land area of the entire United States from the Canadian to the Mexican border. These 1,694 holders own 15,600,000 acres. Of the 82,500,000 acres granted to three western railroads in the 60's, the railroads retained 40 per cent. in 1910.

In 1911 Commissioner of Corporations Smith reported that in 1880 at least three-fourths of the timber then standing was publicly owned. Now about four-fifths of it is privately owned, the great bulk of it having passed through enormous railroad, canal and wagon road grants by the Federal government, direct government sales of unlimited quantities at $1.25 an acre, and certain public land laws.

The lumber situation, said Mr. Hampton, is a further indication of the tremendous cost to the American people of permitting private ownership of natural resources, such as timber lands.

"It is the bitterest irony that the railroads which received grants from the Federal and State governments of 150,000,000 acres of land should this year have received a guarantee of 6 per cent. (Cummins-Esch law) on their capitalization, and they are also, as owners of these valuable timber lands, being permitted by the Government to charge such unconscionably high prices for timber which the farmers need to continue farming."

Unionism Means Americanism.

The union shop is a challenge to absolutism in industry.

In the union shop the employer is shorn of autocratic power to set wages, hours and working conditions. Here, joint bargaining is the rule. The workers have a voice.

In the non-union shop the employer is master.

This employer is less frank than the Roman slave owner and the feudal baron, both of whom controlled the lives of their chattels. But his purpose is the same—mastery over the men and women of toil.

He makes no pretense of superiority and divine right, as did other autocrats. He talks of liberty and equal opportunity.

His liberty is to have each worker, single-handed, pit his wit and his need to labor against a trustified industry that is powerful enough to defy government, debauch the judiciary and corrupt public opinion.

His equal opportunity is for workers to be content with wages set by him or by officials of the State who can be controlled by him.

This employer believes in labor organizations—if he has "the last guess." He must be the court of last resort, have the final word in every dispute.

To talk of liberty where non-unionism exists is mockery. There can be no democracy where employers have personally-controlled company "unions," and welfare systems, as did slave owners who boasted of their kind treatment to vassals.

There are only two systems in industry—union and non-union.

The union system rests on collective bargaining and the workers' right to be represented by persons of their own choosing.

The non-union system rests on individual bargaining with the worker pleading his own case or by a person the employer approves.

The non-union system is never referred to as such by feudal employers. Their publicity agents coin catchy phrases to cloak this un-American system.

Their "open shop," "free labor" and similar terms are tricky, deceitful and misleading.

Man's noblest ideals are "gutterized" by these labor exploiters who would destroy independence in their workers.

These non-union employers, these petty autocrats, lack the courage of German militarists who boldly declared: "Might makes right."

The need for trade union agitation and education was never so urgent.

The difference between the union and non-union systems should be stressed at mass meetings, by discussion and every other publicity method.

Unionism means resistance to wrong.

Non-unionism means docility, servility and "squaw men."

May Have "Booked Up."

In a political speech Governor Morrow of Kentucky declared: "I understand the Constitution of America." The "Labor Union" replies:

"Our estimable Governor must have been reading up a bit on the Constitution of America since signing the notorious anti-sedition bill last spring. This bill nullifies one of the most important articles of that immortal declaration—the one which guarantees the right of peaceful assemblage and freedom of speech."

Under this act any town constable or special police officer, paid by a mill owner, can disperse any meeting he believes will "engender bad feeling" in that community.

When Governor Morrow signed the bill he acknowledged that it was unconstitutional and expressed the hope the courts would set it aside. He violated his oath of office that he would uphold the Constitution, which he now says he "understands."

Mobbers in Bisbee Escape Punishment.

The mobbing of 1,186 workers, who were run out of Bisbee, Ariz., in July, 1917,

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan, F. Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbodgade, 15 Kobenhavn.
Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.
Dansk So-Restaurations Forening, Y. Strandstrade 20, Cobenhavn.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

AUSTRIA

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marcellino 6-2, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Social insurance against sickness, together with maternity insurance, are unanimously recommended by an official commission in Sweden in its report recently issued preparatory to legislative action. It is estimated that 80 per cent of the total population will be protected by the compulsory health insurance measure now advocated by the Swedish government with prospects of early adoption. More than two-thirds of the industrial map of Europe is now covered by health insurance laws.

Immediate and complete nationalization of coal mines is recommended by the majority report of the special commission appointed to investigate the question of socialization of German industries, recently made public. All the members of the commission agreed that the elimination of capitalistic profit in the coal-mining industry is indispensable. An imperial coal council, which would have complete control over the industry and which would turn over all profits to the state, is recommended in the majority report. Mines would deliver their entire product to the council, which would arrange deliveries and fix selling costs. It would have power to open, close or buy mines.

Unemployment in Vienna, while showing a marked improvement over the situation last year, remains large. More imposing than their number is the ghastly plight of the workers. According to official information, obtained from the Austrian ministry for social welfare, there are now 32,800 unemployed in Vienna, 8800 being women. This list is headed by the metal workers, unskilled laborers, clerks, builders, printers, carpenters, bakers and waiters. Of 32,000 job seekers only 18,000 receive the state unemployment allowance. Those who are granted this dole are not much better off, since only 12 crowns are granted to married men daily and 9 crowns to unmarried. This is equal to 8 cents, which scarcely suffices to buy one loaf of unappetizing black bread.

Nearly a thousand delegates attended the special National Conference of the English Co-operative Union held at Preston recently to protest against the corporation profits tax as applied to co-operative societies by the Finance Act of 1920. In a memorandum issued by the conference to all co-operative societies, the special committee advised that every legitimate step be taken to secure the amendment or abolition of the existing law. It further recommended that the amendment or repeal of the existing law be made a test question at every election and that no co-operator should give a vote to any candidate failing to pledge himself in favor of securing justice for co-operators. All were united in their determination to agitate both in season and out of season until the law is altered in a manner satisfactory to the four million co-operators whom it subjects to a grave injustice. The English co-operators contend that the surpluses which arise from mutual trading should be exempt from taxation, and point out that the profits that are made by co-operative societies can in no legitimate sense be classed with the profits made in private capitalistic businesses.

REMOVAL and REDUCTION SALE

GREATEST IN THE HISTORY OF SAN FRANCISCO'S WATERFRONT

Our Store Will Be Moved to

37 MARKET STREET

Corner of Steuart on or About December 10, 1920

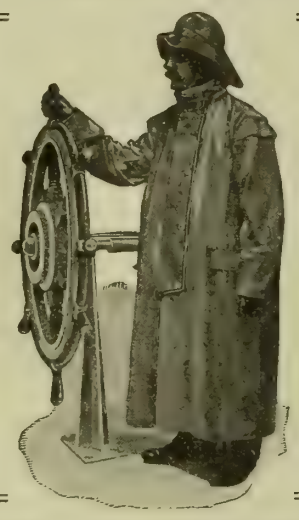
Commencing Nov. 10, We Will Offer For Sale

Can't Bustem and Headlight

Union-Made Waist Overalls, each	$1.50
Bib Overalls	2.00
Blue or Khaki Boiler Suits	3.75
Argonaut Union-Made Double-back Hickory Shirts	1.50
Blue Chambray Shirts	.90
Khaki Pants	2.50
Chalmers Heavy Cotton Ribbed Union Suits	2.00

ARGONAUT UNION-MADE HEAVY WOOL FLANNEL SHIRTS—BLUE, GRAY, OR BROWN, $3.50

MACARTHUR'S NAVIGATION LAWS
CAPT. CUGLE'S BOOK ON NAVIGATION



FREE INFORMATION OF THE MOVEMENTS OF ALL VESSELS UNDER EVERY FLAG

Lawrence Balbriggan Underwear, Ankle-Length Drawers and Half Sleeve Undershirts, each $ .75

Nautical Instruments and Uniforms

Heavy Wool Underwear, per garment	1.75
Sweater Neck Navy Undershirts 40c and	.65
Cotton Socks 15c and Heavy Wool Socks 40c to	.90
Regular $3 Dress Shirts for	1.50
Brown Flannel Shirts	1.75

SUITS, OVERCOATS, HATS AND SHOES IN PROPORTION

CAN'T BUST'EM UNION-MADE CORDUROY PANTS, REGULAR $6.50 AND $7.50 VARIETY, NOW FOR SALE AT $4.75

A visit to this store will convince you.

CAPTAIN CHAS. J. SWANSON

36 Steuart Street, near Market

In the Southern Pacific Building

SAN FRANCISCO, CALIFORNIA

Telephone Douglas 1082

INFORMATION WANTED.

Members of the crew of the S. S. "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members, and the respective amounts due thereon is as follows:

Amudsen, R.	$22.50
Mattson, Geo. J.	22.50

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Sutter 4673. Residence Phone Prospect 2908.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.	Andersen, O. -1339
Andersen, E. A. -1410	Anderson, J. -565
Andersen, J. F.	Anderson, John
Andersen, C. D. -1131	Anderson, Chris
Baskes, Jack	Anderson, G. N. B.
Anderson, Karl A.	Andersen, Adrian
Anderson, Gus	Andersen, B. E.
Anderson, K. P.	Anderson, Hilmer
Anderson, H.	Alonzo, N.
Anderson, Jack	Axelsen, Herman
	Axelsen, George
Back, Soren	Bendixon, Hans
Baumgartel, A.	Berntsen, Nils
Backstrom, C.	Bingham, Dexter
Barentos, Joe	Blomgren, Adolf
Ballah, Lee	Blindheim, A. E.
Berg, H. J.	Blomgren, Carl
Berglund Ivar	Boyle, Andrew
Barrington, P.	Bretsen, Jos.
Berger, Aug.	Brown, H.
Belmont, Joe	Brown, Martin
Bergkvist, Axel	Braun, T.
Bergesen, Birger	Bunden, L. W.
Carlson, M. -906	Chekan, W.
Carr, A.	Clifford, H. W.
Campbell, John R.	Clair, A.
Christensen, E. O. H.	Clark, Sterling
Danielsen, O. E.	Dunham, Dexter
Degerstedt, Karl	Duncan, T. W.
Devich, Joseph	Dunne, F.
Donovan, J. J.	Dutton, Henry
Donnelly, R. A.	
Edin, Gust	Erikson, Einer
Engberg, O. L.	Erikson, E. -38
Engvall, J. A.	
Felsch, Chas.	Franzell, A.
Fernandez, Elisio	Fredriksen, B. D.
Fex, Andrew	Ferslund, Victor
Framnes, Ivar	
Gabrielsen, Peder	Graham, E.
Gaughan, Tom	Gragan, J. H.
Gran, Aksel	Gutisen, J. H.
Gravander, Nils	Gustafsen, Oscar
Greighan, P.	Gusjaas, Oscar
Hansen, S. P. -2794	Hansen, Immanuel
Hansen, Nels -2072	Helmer, Fred
Hansen, Ed.	Herlitz, Ivor
Hansen, Edgar	Hickka, E. J.
Hansen, Oscar	Hasselberg, Gustaf
Harms, E. E.	Hape, Hans
Haltnes, M.	Hoopes, Bill
Hansen, Frank	Hahnqvist, E. J.
Jonas, H. A.	Johnson, Gatterd
Johnson, Jack	Johnson, Chris
Johanson, C.	Johansen, O.
Johnson, Clarence A.	Johnson, A.
	Johnson, John S.
Jacobs, Fulton	Jensen, V. J.
Johnson, E. E.	Jorgensen, Adrian
Johnson, J.	Jorgensen, D.
Johnson, Harry	Julisen, C. A.
Kallo, K.	Keane, John
Karlson, Ingvald	Kisor, Adlai
Karlson, G. A. -1190	Kelly, John
Karlson, Louis	Klahn, Karl
Kaskinan, Alluri	Klenk, K. A.
Kallinan, Frank	Koppen, O.
K. N., -1013	Kristensen, N., 1093
Kempsen, M.	Kristensen, K.
Kearney, Hugh	Kukes, Conrad
Kerton, Lester	Kuten, Alex.
Lampe, Fred	Lindholm, A.
Larsen, Lars	Lindstrom, Geo.
Lambert, E. A.	Lilburger, Wm.
Larsen, Herman	Linne, Theodore
Lauritsen, Ludvig	Lokken, O. K.
Langman, Wm.	Lundgren, Carl
Leason, J. A.	Lund, Erik
Liliquest, Rudolf	Lynch, J. P.
Martinsen, Ingvald	McCoy, J. L.
Mattson, Hilding	McKenzie, Dan.
Maline, Stanley	Miller, S.
McLean, Angus	Monrad, Trygue
McVicar, P.	Molurg, K. G. E.
Meyer, Frank	Monroe, N. S.
Mickelson, Harry	Mosley, S. E.

SEAMEN'S FREE READING ROOM

A PLEASANT PLACE FOR ALL SEAMEN WHILE IN PHILADELPHIA. NO BOARDING OR SHIPPING. NOTHING TO SELL.
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Established 1904
For the BEST there is in TAILORING Less the Fancy Prices
NOTE—S. G. Swanson is not connected with any dye works and has no solicitors.
Clothes Made Also From Your Own Cloth
Repairing, Cleaning and Pressing
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San Pedro, Los Angeles Waterfront, Cal.

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License Guaranteed or Fee Refunded.
Mates' Courses, $55.00
WRITE FOR CIRCULAR
Sextants, best makes, from $117.50; Octants, $72.50; Marine Night Glasses from $27.50—Best Makes.
CAPTAIN PENNRICH
36 Garden Place, Brooklyn, N. Y.
Near Borough Hall Sub. Station

EUREKA, CAL.
— For —
A GOOD CUP OF COFFEE
— or —
A SQUARE MEAL
— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

Sailors' Outfitter
BENJAMIN'S
The Old Reliable
CLOTHING, SHOES, HATS, RUBBER AND OIL CLOTHING
207 Second Street Eureka, Cal.
E. BENJAMIN, Prop.

To Scandinavian Sailors:
Inheritances collected Money forwarded to all places in Sweden, Norway, and Denmark to banks or private persons at lowest rates. Full guarantee.
LEONARD GEORGES,
General Passenger Agent Swedish-American Line, 268 Market St.

Pacific Coast Marine

The British steamer "Oneka," bound from San Francisco to Kobe, put into Honolulu with her bunkers on fire, according to word received by the marine department of the Chamber of Commerce. The advices further stated that the fire was under control.

The following schooners built at Port Blakeley, Wash., and owned by the Fife Shipping Co., San Francisco, are reported sold to Henry G. Seaborn, Seattle: "Gamble," 626 tons reg., built in 1901, "Spokane," 570 tons reg., built in 1890 and "Sophie Christenson," 570 tons reg., built in 1901.

The 12 German sailing vessels laid up at Santa Rosalia since 1914 have been allocated as follows: "Hans" and "Thielbeck," to England; "Adolf Vinnen, "Egon" and "Schurbek," to Italy; "Lasbek," "Harvestehude," "Helwig Vinnen," "Orotava," "Rheinbek," "Wandsbek" and "Walkure," to France. They will be towed to Europe for reconditioning. The crews have already been sent home.

More than 100,000,000 pounds of sugar were imported into San Francisco during the first nine months of 1920. Figures just compiled by J. O. Davis, Collector of Customs, show that from January 1 to September 30 the importations totaled 108,567,041 pounds, valued at $18,-064,376. The heavy importations were due to the high price of sugar in America during the early part of the year. During the same period exports of sugar totaled 1,824,872 pounds, worth $259,380.

A radio received here by the Pacific Steamship Company from their freighter "Pawlet" stated that the vessel was hastening to the aid of the steamer "Yana," in distress at a point east of Vladivostok. The meager message did not divulge the trouble on board the "Yana." The "Yana" was formerly a steamer under the operation of the Russian Volunteer Fleet Corporation, but it is now believed to be under the Japanese flag. The "Pawlet" was bound from Vladivostok for Portland via Japan.

At noon on Saturday, Nov. 27, the auxiliary schooner "Doris Crane" was launched from the ways of W. F. Stone & Sons' shipyard in East Oakland. The craft was constructed under orders of Wightman & Crane, acting for the Fanning Island, Limited, of England. The owners of the vessel have control of Fanning and Washington Islands in the mid-Pacific. The vessel will be used to transport supplies to the islands, returning to San Francisco with shipments of copra. Miss Doris Crane sponsored the ship.

The steamer "Santa Rita" and the Coast Guard cutter "Snohomish" both report having discovered wreckage of barge "W. J. Pirrie" on the beach near Cape Johnson, according to a wireless message just received. The barge "W. J. Pirrie" was cut loose by the steamer "Santa Rita" off the Washington coast in an eighty-mile gale on Nov. 26. The barge had on board Capt. Alfred Jensen, his wife and baby and crew, 23 or 24 persons all told. Capt. J. K. Tibbetts of the "Santa Rita" was quoted as saying there was no possible chance of the barge getting off shore during the recent storm, if it ever got sails up.

In tow of the tug "Sea Queen," the steam schooner "G. C. Lindauer," which was pulled from the beach at Albion, where she went aground on November 15 during a gale, arrived at San Francisco on Thursday, Nov. 25. The craft was taken to Oakland, where a preliminary survey will be made by Captain Cecil Brown, preparatory to placing her on the ways of the Moore Shipbuilding Company. Aided by her part cargo of lumber, small difficulty was encountered by the "Lindauer" in riding the waves during the trip here. The vessel is owned by Andrew F. Mahony. It is said that extensive repairs will have to be made before the vessel is again seaworthy.

The port of San Francisco shortly will have at its disposal the finest salvage equipment of any port on the Pacific Coast, according to Tom Crowley, manager of the Shipowners and Merchants' Tugboat Company. Four 1000-horsepower tugs nearing completion at the Main Iron Works, have been equipped with heavy derricks and other salvage gear. They are the tugs "Sea Ranger," which will be ready in a few days; "Sea Monarch," "Sea Scout" and "Sea Lion." Thousands of dollars have been expended by the tugboat concern for ground tackle and other paraphernalia for this work. Need for first-class salvage equipment was demonstrated when the steamer "Arakan," representing millions of dollars, was threatened with total loss off the coast at Point Reyes some months ago.

Claims, said to aggregate over $86,000 for damage to shipments of vegetable oil while in transit on vessels of the Government, have been filed by several importers against the United States Shipping Board. Two of the claimants are S. L. Jones & Co. of San Francisco and Rogers-Brown & Co. of Seattle. Joseph B. McKeon, attorney for the United States Shipping Board, stated that these claims were those accruing against the Government for shipments covering a period of over a year and one-half and that they had been put over by Federal Judge Maurice T. Dooling until December. The claims are against the steamers "West Vaca," "West Caboa," "West Henshaw," "West Hepburn" and the steamer "Caddaretta," say reports. It was stated that all of the claims were submitted by the importers and that it was believed that an amicable settlement would be made before the hearing came up in court.

It is reported that the 440,000-mile land tract including besides other area the peninsula of Kamchatka, Siberia, leased with all its prodigious mineral and natural wealth rights to the Vanderlip syndicate of Los Angeles, was offered by the Siberian Government to Captain Robert Dollar, and refused. Rejection of the offer was admitted by Captain Dollar. Although conceding the vast wealth included in the grant, the offer, he said, was rejected because of complications with Japan that any attempt to exploit the territory would bring on. Japan's determination to dominate Siberian territory might result in friction which would provoke war, it was said. In the readiness of the Russian Soviet government to sanction the grant, Captain Dollar discerned a design to establish a medium of influencing sentiment in America in favor of the Soviet administration. The proffer of the concession to Robert Dollar was made about three months ago.

Word that the 3000-ton steamer "Mexico" and four other freight steamships formerly operated by the La Cia Mexicana de Navigacion Company of Vera Cruz, but not under the management of the Department of Fomento, Mexico City, will be employed in passenger and freight service between San Francisco, San Diego and west coast Mexican ports, has been received from Guaymas. The "Mexico" and the four other vessels that will be placed on the California run formerly were owned by Salvador Alvarado, recently Governor of Yucatan, but now Secretary of the Treasury under the Obregon Government. Alvarado, as head of the Cia Mexicana de Navigacion, turned these vessels over to the Government with the request that they be sent to the west Mexican coast to develop the maritime trade at those ports. In line with this policy of maritime trade expansion, the Mexican Government has established free ports at Guaymas and Mazatlan and is urging Mexican shippers to co-operate in the upbuilding of commercial relations with American exporters and importers.

Driven by heavy swells until her bow has been literally wedged between the rocks at Port Orford, with her stern awash, the Rolph Navigation and Coal Company's steam schooner "Joan of Arc" is being held together and prevented from breaking up on the beach by her cargo of 1,300,000 feet of lumber. Captain Cecil Brown, local marine surveyor, who was sent to the scene in an attempt to save the craft, reported that the vessel's seams are opening and that her decks have been split. According to Brown, the lumber aboard the "Joan of Arc" can be saved. The vessel's engines and winch can also be saved, Brown said. Exclusive of her lumber cargo, the loss of the "Joan of Arc" represents an expenditure of $600,000 the cost of her construction at Rolph three years ago. The vessel was insured for more than $250,000. The "Joan of Arc" was recently withdrawn from the San Francisco-South American trade, along with the "Annette Rolph" and "Georgiana Rolph" for services in the coastwise lumber trade. The cargo on the "Joan of Arc" was owned by the Charles R. McCormick Company.

Making the eighth vessel operating out of San Francisco to be tied up on orders of the Shipping Board, the freighter "Dellwood," 2063 tons, was taken to Southampton Bay to join the fleet of Government freighters now moored there. The "Dellwood" formerly served under the agency operation agreement for the Matson Navigation Company between here and the Hawaiian Islands. Her last trip was on November 2, when she brought a heavy consignment of pineapples to this port. There are now a total of eight freighters lying at Southampton Bay, representing an expenditure in excess of $20,000,000, not counting their earning capacity loss to the Government and other heavy expenses accruing for their upkeep during the lay-up. The vessels now lying in Southampton Bay are the "Janelew," "Mursa," "Hanniwa," "Mohinkis," "West Harts," "Eastern Gale," "Caprum" and the "Dellwood." Present freight conditions throughout the world are not promising for the vessels again entering the service in the near future and the Shipping Board, realizing this fact, has gone ahead making extensive preparations for taking care of them until they are again placed in service.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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ATLANTIC DISTRICT

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NEW YORK, N. Y.....PERCY J. PRYOR, Secretary
67-69 Front Street
Branches:
BOSTON, Mass.....MILLER JENSEN, Agent
1½ Lewis Street
BALTIMORE, Md.....ADOLF KILE, Agent
1710 Thames Street
PHILADELPHIA, Pa.....O. CHRISTIANSEN, Agent
138 South Second Street
NORFOLK, Va.....DAN INGRAHAM, Agent
54 Commercial Place
NEWPORT NEWS, Va.....JULIUS NELSON, Agent
123 Twenty-third Street
MOBILE, Ala.....VINCENT M. THORN, Agent
60½ Saint Michael Street
NEW ORLEANS, La.....JAMES C. BURNS, Agent
400½ Fulton Street
PORT ARTHUR, Tex.....WM. MILLER, Agent
132 Proctor Street
GALVESTON, Tex.....JOHN CLAUSEN, Agent
321 Twentieth Street
PROVIDENCE, R. I.....ALFRED TAMKE, Agent
489 Eddy Street
PORTLAND, Me.....N. P. CLAUSEN, Agent
5 Exchange Street
SAVANNAH, Ga.....ROBERT OLSEN, Agent
27 Houston Street
JACKSONVILLE, Fla.....R. J. LEWIS, Agent
437 East Bay Street
PENSACOLA, Fla.....C. THEO. IVERSON, Agent
12½ Liberty Street
CHARLESTON, S. C...ERNEST H. STEWART, Agent
13 Vendue Range

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91 North Second Street

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
HOBOKEN, N. J.....816 River Street

(Continued on Page 11)

The Seamen's Journal

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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, DECEMBER 1, 1920.

HOURS OF LABOR AT SEA

A cable message has been received by Andrew Furuseth from Havelock Wilson, President of the International Seafarers' Federation, announcing the date and place for the international conference to discuss and, if possible, settle the cotroversy over hours of labor at sea. The meeting is scheduled to be held on January 23 next, at Brussels, Belgium. Representatives of shipowners and seamen from at least ten of the principal maritime nations will be present and the International Seamen's Union of America is strongly urged to take part in the conference. According to the cable message, representation of seafarers will be three delegates from each country—one from the sailors, one from the firemen and one from the officers.

Last week's Journal dealt with the forthcoming conference in some detail and there is no need for repeating. The question of the American seamen's participation in the conference will probably not be settled until the annual convention of the International Seamen's Union of America, which will commence on January 10 at Philadelphia, Pa. If the matter is disposed of during the first few days of the convention there will still be sufficient time for the delegates to get across the Atlantic.

The Brussels conference, it should be remembered, will be held by authority of the International Labor Office, functioning under the League of Nations. It will be the first real international convention at which representation is limited to delegates from the organized shipowners and the organized seamen.

Many Americans living East of the Rocky Mountains cannot understand California's attitude toward the Japanese. Recent census reports show that the Territory of Hawaii already is Japanized as to population having 110,000 Japanese out of a total population of 256,000. Californians do not wish to be rude, but they firmly object to a similar Japanizing process of the Golden State.

HEALTH INSURANCE

Under the National health insurance laws of Great Britain the Sailors and Firemen's Union acts as an "Approved Society" fully authorized to carry on an insurance business and to pay sickness, disablement and maternity benefits. From the commencement of the Act, January 13, 1913, to December 31, 1919, the Union has paid in benefits to members the sum of £83,188 8s. 11d. During the last year the benefits paid were £13,143 15s. 7d.

According to the annual report of Treasurer Chambers, just received, we learn that a new scale of contributions and benefits came into operation in July this year. The normal rate of contributions for Class A contributors now being tenpence per week, equally divided between employer and workman; the rate in Ireland being eightpence per week, equally divided between employer and workman. The normal rate for seamen on foreign-going vessels is now eightpence per week, of which the employer pays threepence and the seaman fivepence, reduced to sevenpence per week in the case of men resident in Ireland, the employer paying threepence and the seaman fourpence.

The ordinary sickness benefit is now fifteen shillings, and disablement benefit seven shillings and sixpence per week, as against ten shillings and five shillings, respectively. The maternity benefit has been increased to forty shillings as against thirty shillings.

The recorded fact that the British Seamen's Approved Society paid £3,500 3s. 4d. in maternity benefits during the past year is highly significant. There was a time, and it was quite a long time too, when sailors and firemen simply could not think of matrimony. The sailor was "supposed to have" a wife in every port. Well, the truth was he could not afford to maintain a wife in any one port. But due to "poor Jack's" organized self-help things have changed a little for the better. And the British Seamen's Approved Society with its record of maternity benefits paid during the past year should furnish another answer to every "doubting Thomas."

All things come to those who wait—and work while they wait!

THE TIPPING EVIL.

Something entirely new in the field of American journalism is a monthly periodical "opposed to all forms of tipping."

Happily, so far as America is concerned, Happily, so far as America is concerned, the tipping evil is in its infancy—at least it becomes non-consequential when compared with prevailing methods in Europe. In many of the countries on the continent of Europe restaurants have reduced the tipping system to a fine science. Tips based upon a standard rate, ranging all the way from 10 to 25 per cent. of the bill, are simply added to the customer's account. Every foreigner is, of course, expected to do some direct tipping on the side. Refusal to do so will promptly take the joy out of life and no experienced traveler would dare to adopt such drastic means.

President Gompers is quoted in the anti-tipping publication and his views are very much to the point. Speaking of personal experience in Europe President Gompers says:

> The tipping evil, bad as it is becoming in America, is in Europe universal, and accepted by all classes of travelers as an inevitable nuisance. It often borders on blackmail. Tippers go raving mad in recounting their wrongs under the tryannies of the system, the newspapers by turn rail or make merry over it, the hotel keepers and other employers of the class have their excuse that they pay wages to their servants—but the tipping goes on forever. Why is it? Who is to blame?
>
> These questions I asked representative waiters—for representatives these men have, many of them being organized in benefit societies and a small proportion in a sort of trade union. But one answer was given. The system is detestable to every man or woman of the serving class possessing the least degree of self-respect. It is demoralizing to all who either receive or give tips. The real beneficiaries of the system are the employers. An end to it, with a fair standard of wages, would be a boon of the first order to the employes, a means of compelling hotel proprietors to put their businesses on a basis of fair dealing, and an incalculable aid to the tranquillity and pleasure of the general public.

But who is to take the initiative in abolishing an evil so ancient and yet abhorrent to self-respecting men and women?

Individuals can not do it, but organizations of workers can. And they are doing it whenever legitimate wages are raised to a point where gratuities will no longer be necessary. Under existing conditions it is only too true that tips often make up the difference between a starvation wage and a living wage.

GOOD FOR NORTH DAKOTA!

The recent nation-wide political cyclone left behind a number of wrecks, but it had its compensating features.

Just, "for instance," every true lover of political progress will rejoice in the fact that the organized farmers and the organized laborers of North Dakota have again demonstrated the power of a united front against a common enemy, rallied their heroic forces against a mighty onslaught of the big interests **and won.**

It is almost a necessity to record this fact, because the kept press have (as usual) allowed the impression to get out that the Nonpartisan League was beaten in North Dakota this fall. So let us take note of the victory:

Governor Lynn J. Frazier was re-elected for the third time.

Dr. E. F. Ladd, president of the North Dakota Agricultural College and for twenty years a champion of the people's rights in the agricultural sections of America, was elected to the United States Senate—the first victory of its kind the League has won.

William Lemke, one of the founders and always the head and front of the League movement in North Dakota, is elected Attorney-General and replaces the present incumbent, William Langer, who turned traitor to the League and for two years has been doing his utmost to destroy the movement.

Frank Millhollan, vice-president of the State Federation of Labor and member of the Railroad Commission, has been re-elected and the League will henceforth control that body.

Members of the Industrial Commission and practically all the candidates on the Republican ticket with Governor Frazier were elected. Congressman Baer was defeated, but Sinclair is re-elected.

The State Senate has a safe League

majority, but the control of the lower house is still in doubt. The outcome on certain initiated measures is also still in doubt, but whatever the final results they cannot change the fact that the Nonpartisan League has won a decisive victory once more and will maintain its control of North Dakota and go forward more effectively than ever with its splendid program of humanitarian and progressive measures.

THE UNORGANIZED WORKERS.

An Oakland, Cal., labor exchange thinks there is a valuable lesson for working people generally in the recently announced cut of ten per cent. in the wages at the California Cotton Mills in Oakland.

There is no union at the cotton mills. Many women and children are employed. In the cotton mills wages were among the lowest paid in this district during and before the war. Now that the war is over the management is taking a lead in the move to cut wages, giving for an excuse the slump in the cotton textile market. The management states that prices have fallen 65 per cent. and that unless wages are reduced the mill must be closed. Being without organization, the workers are helpless. The best they could do was to hold an indignation meeting and prevent the cut from being more than 10 per cent. One is reminded of the words of Clarence Darrow when before the Industrial Relations Commission and asked what would have been the effect had there been no labor organizations during the past twenty-five or thirty years. He said:

"Unless it had taken some other form, they would have been like the wageworkers of China or any other country where there is no organization; they would simply have gradually reduced the standards of living. Competition of workmen would have prevented better working conditions and lowered the standard of living."

The Shipping Board is in the headlines of the news nearly every day of the year. The very latest news from Washington is to the effect that deficiency appropriations aggregating $100,000,000 will be asked by the Shipping Board before the end of the fiscal year. The additional money will be necessary, officials of the board say, because of the action of Congress in limiting expenditures to revenues obtained by the board from the operation of ships, the sale of ships and the settlement of claims. Expenditures for the fiscal year are expected to total about $325,000,000. Revenues will total not more than $225,000,000. If the War Department had settled all the claims which are pending the board probably would have sufficient money to go through the year without asking a deficiency appropriation. So far, however, the War Department has paid the Shipping Board only $40,000,000 out of a total of $200,000,000 which is in dispute. The poor old Shipping Board seems to be loaded down to the gunwales—not with money—but with disputes.

The instincts of woman and the interests of labor are conjoined in the union label. Both stand for cleanliness, morality, the care of the young, the sanctity of the home; both stand against strife and force.

ECONOMIC FACTORS ANALYZED

Charles M. Kelley of the Plumb Plan League Reviews the Present Industrial Depression and the Causes Back of it.

It is undeniably true that changing economic factors have temporarily disrupted industry and in a measure at least are responsible for decreased employment. Inability to market goods in Europe, because of the unsettled and impossible exchange situation, is a considerable element in the situation. Disinclination of the public to buy at exorbitant prices has lessened demand and decreased production. A critical financial situation, due to the efforts of frightened bankers to check speculation and liquidate questionable loans, plays its part. The nation is passing through a period of readjustment that inevitably must be attended with unsatisfactory incident.

But more than natural economic forces are at work. It must not be forgotten that for months large business interests have been getting ready for a down-the-line assault upon labor, and that the opening gun of this struggle was primed for firing immediately after the national election. Vast sums of money have been gathered for a conflict that in all likelihood will be the most important and the most decisive in the industrial relations of master and men.

Taking advantage of conditions that are favorable to their campaign, professional haters of labor are systematically increasing unemployment, and the situation is already so serious that charitable organizations in large centers of population are getting ready to meet an extraordinary demand for relief during the winter. Appeals now made upon them tax their resources. Predictions that bread lines will be everywhere established probably will soon be realized.

There is no such thing as overproduction in the sense that human wants are measurably supplied. Millions of men, women and children are underfed and underclothed, in America as well as in Europe, where the conditions are pitiably abject and distressing. The United States is short more than a million homes. Coal bins are empty. Everywhere there is a demand for materials greatly in excess of the supply. It may be said, then, that overproduction in any real sense is a minus quantity.

That the unemployment crisis is very largely artificial is susceptible to easy proof. In a statement recently issued by an organization that is backing the open shop agitation is given a list of more than a thousand large employers of labor who are pledged to lend their material and moral support to the campaign to curb the workers—"to put them back in their places" and keep them there.

The railroads are laying off thousands of men. The Pennsylvania system since October first has discharged more than ten thousand, and those affected have been told that their services are permanently ended and they may seek elsewhere for work. By following the policy of suspending men continuously the railway managers expect, no doubt, to break the morale of the men and make the disruption of their organizations a comparatively easy matter.

The textile manufacturers very frankly announce that they accept the situation as affording them an opportunity to get rid of "agitators" and perhaps destroy their organizations. In Philadelphia, it is announced, more than 150,000 textile workers are to be discharged, not because there is no need of their services, but because the manufacturers desire to free themselves of men who have during the past few years built up an organization that has revolutionized conditions of employment in the textile industry.

There are, when this article is written, more than 2,500,000 idle men in this country. The list is being increased at the rate of thousands daily. No one can calculate what proportions the movement will attain before it is definitely checked. If it is to be the fight to the finish predicted by the agencies that are actively supporting the open shop campaign, it is certain that to the rigors of winter will be added misery such as we have not seen in many years.

The workers, by accepting longer hours and less pay, may regain their positions, but they are not inclined to do so. They know that living costs have not materially decreased. While the price of a number of commodities has dropped during the past two months, there has been no reduction of rents, and the workers are paying more than ever for coal and other essential commodities. To accept, under the circumstances, lower wages means that they must also accept lowered living standards.

The manufacturers believe that the growing army of the unemployed, augmented by the incoming hordes from Europe, will soon start a competition for jobs that will bring about the result for which they are striving—the destruction of labor groups and the breaking down of wage standards that have been built up, not because labor was greedy and arrogant, but because, for the first time in several decades, labor was in position to say something about what it should receive for its services.

Manufacturers say that the workers are "not now so cocky." There has been no break in their ranks, but they rely upon starvation to

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Nov. 29, 1920.

Regular weekly meeting came to order at 7 p. m., John V. Thompson presiding. Secretary reported shipping slack; members ashore plentiful. A resolution introduced in the meeting of October 25th, creating and maintaining for three months a training school for marlin-spike seamanship, was declared carried by an overwhelming majority on a referendum vote.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

Vancouver, B. C., Nov. 22, 1920.

Shipping very dull; prospects uncertain.

R. TOWNSEND, Agent.

153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Nov. 22, 1920.

Shipping fairly good.

H. L. PETTERSON, Agent.

2016 North 30th Street. Phone Main 808.

Seattle Agency, Nov. 22, 1920.

Shipping dull.

P. B. GILL. Agent.

84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Nov. 22, 1920.

Shipping medium; prospects uncertain.

CHAS. OLESEN, Agent.

P. O. Box 280. Phone Main 557.

Portland Agency, Nov. 22, 1920.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

88½ Third Street. Phone Main 6013.

San Pedro Agency, Nov. 22, 1920.

Shipping medium.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency Nov. 15, 1920.

Shipping slack; prospects uncertain.

JOSEPH FALTUS, Agent.

P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Nov. 22, 1920.

Shipping quiet. Balloting on officers for ensuing term and delegates to the I. S. U. of A. convention proceeded with. Full shipwreck benefit was ordered paid to two members shipwrecked on Stmr. "Joan of Arc.."

EUGENE STEIDLE, Secretary.

No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Nov. 18, 1920.

Shipping slow. Prospects uncertain. Balloted on officers for the ensuing term and delegates to the I. S. U. of A. convention.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock. Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro, Nov. 18, 1920.

Shipping medium; few members ashore. Balloted on officers for the ensuing term and delegates to the International Seamen's Union.

JOSEPH MACK, Agent.

No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

Admiral Benson's appeal to the men of the American Merchant Marine is published on page 2 of this issue. The chairman of the Shipping Board is a man of few words, but he never has any difficulty in driving home the main points of his argument.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

GATLING GUN GOVERNMENT

The old Lone Star State of Texas has evidently reverted back to the ancient stage of military despotism which was the bulwark of the old feudal system of the dark ages.

At the present rate of political retrogression Texas seems destined soon to become the Lost Star State with a dictator firmly established upon a throne.

To Comrade H. Londema, agent at Port Arthur, Texas, of the Marine Firemen, Oilers and Watertenders' Union, we are indebted for the possession of two historical documents which have recently reached our table.

One of these is a complete copy of the Hobby Open Port, Anti-Strike, Anti-Union, un-American and Anti-Free Speech bill, as enacted by an overwhelming Democratic majority of the fourth called session of the Thirty-sixth Texas Legislature.

The other document is a formal and authoritative protest solemnly declared by the Executive Board of the Texas State Federation of Labor against the Act, and an official denunciation of the Democratic party in exclusive control of the Texas Legislature and State Administration held responsible for its passage and approval.

Judging from the tenor of this protest it seems an obvious conclusion that organized labor in Texas had first been shrewdly beguiled, then basely betrayed by the Democratic party in regard to the Open Port bill.

In the preamble to its formal declaration, issued at the city of Temple, October 13, 1920, the Executive Board of the Texas Federation of Labor openly and unreservedly accuses the Democratic party in the saddle of gross infidelity to its pre-election pledges regarding the Open Port bill, and at the same time denounces the Republican party for its indorsement of the same measure, and calls upon all wage earners within the State to support the American party, and Hon. T. H. McGregor for governor.

Since we have not yet been favored with the returns of the recent election in Texas, we can only guess the direful result. Our guess would be, however, founded upon other similar contests that the Democratic party in Texas has been temporarily dethroned, leaving the Open Port Law as a legacy to its apt and willing temporary successor, the Republican party to hand out to the Texas toilers as a New Year's gift from the preceding administration, while the faithful American party proceeds to reorganize and realign its scattered forces for the next campaign.

Meanwhile what will be the condition and prospects of Labor in the big Southern State under the new regime effective January 2, 1921?

The Hobby law was the logical and final point of a special session of the Texas Legislature, ostensibly called by the Governor for an entirely different purpose.

The Hobby bill was a prearranged and privily planned measure.

Governor Hobby's real motive in calling the extra session of the Legislature, it is said, became obvious to all interested observers from the first, and there never was the slightest doubt as to his sinister purpose from the time the call was issued. "It at once became apparent," says the report before us, "that back of it all was a sinister motive on the part of the Governor of Texas, and that motive was the passage of a statute which would make peons of the wage workers of Texas."

"The legislature had not yet convened," continues the report, "when the Texas press announced that the Governor intended to submit his Open Port bill. . . . And a copy of said bill had been previously mailed to every member of the legislature with a letter requesting an expression from the legislators as to whether or not they would support the measure."

It is further declared in the Labor report referred to, that in its anxiety to force this bill through, the House of Representatives by motion referred the draft of the measure to the Committee on State Affairs, even before the Governor had submitted his message on the subject. After a brief season of backing and filling over the proposed law, a substitute measure introduced by Mr. Newt Williams was finally adopted by the House, 77 yeas to 27 nays, and was so ratified by the Senate, and immediately approved by the Executive. Such will be the military law, superseding the civil law in case of a strike in the State of Texas from and after January 2, 1921. Any detailed discussion of the pernicious, reactionary and despotic features of this mediaeval act on our part would be entirely superfluous. Only the barest reference to its predominating features will suffice to inform our readers of its portent and purpose.

The Texas Strike Suppression Act is, in effect, a military mandate to be enforced by fixed bayonets and field artillery in the hands of Texas rangers, tin sojers and such other irresponsibles as the Governor may see fit to scrape together to wage guerilla warfare against honest toilers.

In all parts of Texas there are hordes of idle, irrepressible gunmen who will always be willing to do some private shooting for State pay. In all probability it was precisely this lawless state of affairs that in the first instance suggested the Hobby Act.

This Act comprises eighteen sections, all aimed directly at the subjugation of Labor, the suppression of free speech and print, and the total disintegration of Labor Unions within the State. Any who doubt the bluntness of this assertion have only to consider the following excerpts from the statute itself, or go to Texas and find out at first hand.

According to sections 1 and 2 of this lawless act the words "Common carriers" and "Commerce," while presumably relating to transportation or the handling of commodities in transit, are so broadly construed and specifically defined as to cover practically every occupation in the State. Section 3 is an apology for the public infliction of an unconstitutional and reactionary law.

Section 5 of the Act prohibits the use of any abusive language spoken or written to any person engaged in loading or unloading or transporting any commerce within the State.

But section 6 is more explicit on this point, and its language is so impressive and imperialistic that we feel privileged to quote it in full.

"Sec. 6. Every person who shall through any act or written communication or conversation with any person or persons engaged in loading, or unloading, or transporting any commerce by any common carrier in Texas, or with the father, mother, wife, sister, brother or child or children of such person or persons while so engaged, or during the hours of day or night while not engaged in such work, and when employed for such work which is reasonably calculated, intended or designed to cause such person or persons so engaged to desist from performing such work through fear of physical violence or destruction of his property shall be deemed to have intimidated, molested or harassed such person or persons engaged in the work of loading or unloading or transporting commerce within this State."

This is putting on the muzzle with a force bridle, and we leave our readers to supply their own italics.

Section 7 defines the meaning of the terms "person or persons" as used in this Act, and concludes thusly: "This section by naming certain occupations and work shall not be construed to exclude any other occupation or work **not** named, but reasonably incident to and necessary for the transportation of commerce in this State by common carriers."

Section 8 briefly provides that: "The provisions of this Act shall not apply to peace officers in the discharge of their lawful duties."

The meaning and intent of the foregoing sections are as plain as the ears on a jackass. All the labor of Texas has been harnessed to the iron-clad chariots of the transportation monopolies by sea or land, and the police power of the State has been appointed public slave driver.

Section 9 of the Hobby Act provides that any person offending against its provisions without threat or violence "shall be deemed guilty of a misdemeanor, and upon conviction shall be punished by a fine of not less than $100 nor more than $1000, or by imprisonment in the county jail for a term of not less than thirty days, nor more than one year, or by both such fine and imprisonment."

But by a proviso to the same section, any violation of the law attended by a threat or act of violence is declared to be a felony, punishable by imprisonment in the State penitentiary for not less than one nor more than five years.

The Texas State Federation of Labor in discussing this particular section quaintly asks to be informed what it is a man **can** do and live without breaking the law.

Mr. Newt Williams, the father of this pernicious act as amended and passed, responds in a speech on the floor of the Texas House of Representatives: "He can quit his job and leave town!"

Sections 10 and 11 empower the Governor of the State to declare martial law by proclamation in case of a strike, and to assume complete police and military jurisdiction over the parts or areas affected.

Section 12 prohibits civil officers from making arrests within the zones covered at any time by the Governor's proclamation.

Sections 13, 14 and 15 of the Act provide for its enforcement and for changes of venue, etc., under existing State laws.

Section 16 provides for the enforcement of this act without a formal declaration of martial law. The Governor is authorized to call upon the State rangers to assist in its enforcement, "and if a sufficient number of rangers are not available, the Governor is authorized to employ any number of men to be designated as 'special rangers,' and such men shall have all the power and authority of the regular rangers, and shall be paid the same salary as the rangers are paid, and such salaries shall be paid out of the appropriation made to the executive office for the payment of rewards and enforcement of the law."

Section 17 clothes the Governor with unlimited authority to declare martial law and call forth the militia to do his bidding upon his own initiative.

By a rider to this section: "This Act shall be construed as cumulative of existing laws in this State (Texas), and shall not be held to repeal any of the same except where in direct conflict therewith."

The 18th and final section of the Order of Subjection justifies its hasty enactment under suspension of the "constitutional rule," etc., etc., as an emergency measure, and an act of "great importance to the expeditious transportation of commerce in the State and the unrestricted movement of commerce by common carriers."

Such, in brief, are the principal features of the malign and despotic Open Port Law of the Sovereign State of Texas. It applies primarly to shipping, but extends, according to construction and interpretation, to all other co-ordinate crafts.

By the specific language of section 7, the law applies to cotton presses and pipelines; then why not to cotton gins, oil wells, harvesters or any other industry allied to, or dependent upon transportation or commerce as a marketing outlet, as all occupations are, more or less, or directly or indirectly so dependent or allied?

In our humble judgment, the enactment of this drastic law in the State of Texas is a defiant challenge by both wings of the great political octopus, sprawling over the State and representing organized monopoly in both houses of the legislature, to a fight to the finish against organized labor on the great open shop issue now engaging the attention of the country.

Organized Labor will neither dodge the issue nor decline the gage of battle.

Organized Labor has been buffaloed by both the dominant political parties just long enough to become cognizant of its own inherit power. And the next four years will witness a mighty change and transformation in its policies and tactics; a mighty impetus in its activities and methods, and still mightier accessions to its membership and ranks.

The European war is over, and the League of Nations is buried beyond hope of resurrection in so far as Organized Labor is concerned. Let us, then, while an opportunity offers, turn our attention to other dominant and prevailing issues far more pertinent to the prosperity of Labor in general and posterity in particular. Aristotle said that without slavery there could be no civilization. That was an ancient truism, and capital believes it yet. Therefore they still inspire their legislative engineers to erect new battlements upon the moldering ruins of ancient despotisms. They are striving to compress the irresistible torrents of human advancement within a barrier of sand.

But woe betide their castle when the deluge bursts forth. J. H. W.

LEGAL NOTES AND NOTICES.

All seamen who were members of the crew of the S. S. "Eastern Glade," when she picked up the S. S. "Cansumset" on May 5, 1920, while on a voyage from Portland, Ore., to Baltimore, Md., and towed her into Bilboa, Spain, are hereby advised to communicate at once with George T. Mister, Esq., Attorney at Law, 814 Law Building, 225 Courtland Street, Baltimore, Md.

All claims for salvage in this case have been settled, and the sums awarded are now payable on demand.

This week's reports bring the usual toll of "Red Record" cases to the Courts.

Among numerous sanguinary incidents listed for trial by Attorney Silas B. Axtell, we mention a few:

Gustaf Rested, a seaman on the "Royal Arrow," was gassed while asleep in his bunk at Beaumont, Texas, by fumigation of the ship with cyanide of potassium. Rested was not awakened nor notified that fumigation was about to begin. He was unconscious when discovered and only revived after thirty-five minutes of incessant and vigorous treatment by his shipmates. Rested is still suffering from congestion of the lungs and throat and it was only by an inch that his life was saved. Rested is an American, an oiler by occupation and was gassed Nov. 11, 1920, at 3 p. m. Members of the crew of the "Royal Arrow" who may be cognizant of the facts in this case are requested to communicate with Rested's attorney.

A young American boy, 17 years of age, has lost a thumb and all the fingers of one hand except the index finger by having his hand caught in the turns on a gasoline winch head, while serving as an ordinary seaman on the schooner "Friendship." The accident is reported to have resulted from lack of a fair lead to the winch head and no means of stopping the engine from the deck.

A similar accident occurred to a colored seaman, John Ford, recently, in the schooner "Billy Martin." Ford is now in the U. S. Marine Hospital at New York and is crippled for life. His right leg is twisted and deformed out of all intent of usefulness and is eight inches shorter than God made it.

We have been more or less familiar with these stinkoline contrivances ever since the first one was installed in a three topsail schooner. They are mean shipmates. Their principal value to the shipowner lies in saving the engineer's wages. When a buzz winch has been installed the donkeyman can go shack. But that leaves no one in the house to control the blamed devil device. Whenever it is necessary to hoist, or heave, or haul, the mate or somebody goes in and starts the machine and leaves it running until the work is done, or the crippling is done, whichever first happens. As a rule no means of controlling the power from the deck are provided. Unless the men at the winch heads, or in the windlass room are able to shut off or reverse the power instantly accidents are bound to occur when these labor-saving, death-dealing contrivances are used. Those who disregard safety values should be liable for damages incurred by their own parsimony.

The case of Pedro Del Rio vs. the Standard Oil Co. presents an unusual instance of terrible injuries, brutal neglect, legal quibbling and Court prejudice unfathomable.

Del Rio, when suddenly called from the deck while employed on a steamer lying at Tuxpam, Mexico, unknowingly stepped into an unguarded grating hatch left open by the engineer. He fell twenty-seven feet to the bottom of the compartment, sustaining a multiple fracture of his right arm, which was broken in five places, a simple fracture of the left arm and an injury to his spine which paralyzed one leg.

Del Rio begged to be sent to the hospital at Tampico, but this request was refused by the master on the ground that it would involve too much expense. The ship called at New Orleans and Key West on the passage North, but the master likewise refused to send the crippled oiler to hospital in either of those places,—probably because it would have been too much trouble.

Even after arriving at New York, the captain delayed as long as possible before sending the injured man to the Marine Hospital.

All these events happened in January, 1918.

Del Rio at once began suit for damages, through his attorney, Mr. Axtell, and was eventually discharged from the hospital crippled for life.

Suit was commenced in the State Supreme Court in Brooklyn, and when the case was reached about a year and three months afterward, counsel for the defense secured a postponement to enable them to take testimony of their witnesses. They must have been on a vacation in the interval.

When the case finally did come to trial a week ago the Court arbitrarily ruled out all evidence pertaining to the acccident, or the nature and extent of the seaman's injuries, basing the action solely on the ground of neglect to treat.

The attitude assumed by his honor was so manifestly prejudiced and unfair that counsel for the plaintiff was compelled to

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OUR WASHINGTON LETTER.

(By Laurence Todd)

Herbert Hoover was called in, the other day, to talk to the executive council of the American Federation of Labor on the industrial and financial outlook, and on possible lines of agreement between the organized workers and the technical men—especially the engineers—which would lead toward a reduction of the dangers of unemployment.

Mr. Gompers and his associates have been opposed to unemployment insurance. They were also opposed, on the best of grounds, to the make-up of the Hoover commission on industrial relations, appointed by President Wilson a year ago. They were opposed to the vague declarations made by that commission in its report. They have always opposed "scientific management" as it was applied in private and public employment in speeding up the workers.

Why, then, the consultation with Hoover?

I am informed by Mr. Gompers' office that political motives had nothing to do with it. The officers of the A. F. of L. were not trying to "lay a pipe line" into the Harding administration or into the Republican party. They were merely advising with a neutral engineer.

In all the circumstances there is a hint of the early announcement by the A. F. of L. executives of a positive program of some sort, which will be meant to compete with the program of industrial democracy embodied in the Plumb Plan for railroads and other basic industries. As day by day thousands of active trade unionists are laid off by the employers in every State, and the banks and great corporations report their own conditions growing worse, while the farmers are unable to pay their debts to the grocer and doctor and coal man, the full scope of the crime embodied in the Esch-Cummins Transportation Act becomes more clear. Organized labor is awakening to the fact that the bosses have made a terrible blunder, and that the whole fabric of industrial and financial security is breaking down. They dread the situation which may face the nation by New Year's Day. They are looking around for a way out. Industrial democracy—the running of the world's work by the workers—appeals to their judgment as a sound plan. The executives of the A. F. of L. are not sure of it; they have tried to stem the tide. Now they may be framing a compromise or substitute program.

Herbert Hoover has never been a fanatical and noisy enemy of organized labor, as has Secretary of State Colby, for example. Hoover's engineering work in China gave him direction of large numbers of coolies, and his work in Australia gave him authority over white miners. In his food distribution work he has dealt with subordinates and with big corporations and diplomats. In the field of national politics he divided the 1920 honors with Governor Cox as a conspicuous loser. He has never been placed in a position where his real sentiments toward industrial democracy were disclosed by struggle. Hence his advice as an engineer at this time is probably as disinterested as could be obtained from any big engineer whose income is drawn from powerful corporations.

In the background is the fact of unemployment and industrial unrest, and the machinery for a general agitation for industrial democracy. If Hoover has no plan that is workable, and if the executive council of the A. F. of L. fails to bring out a workable substitute, then it is reasonable to assume that the railroad workers, the mine workers, the timber workers, the iron and steel workers and possibly the textile and clothing workers will find some means of developing a program covering those basic industries. They must propose to the public a means of keeping those essential industries in operation, so that disaster may not overwhelm all the industries of the country. They must meet the issues of economy, regular volume of output, and sound marketing.

But Hoover and the executive council are apparently going to make the first move.

All week the executive council has met in secret session, and at intervals has emerged to deny what the newspapers have printed as to its work. It denied with considerable warmth, for instance, the Associated Press article of November 17, declaring that the council and "capital" were likely to get together on a plan of eliminating "radicals" from the labor movement. This was the first time since the Cabin Creek coal strike in West Virginia or the Calumet & Hecla copper strike in upper Michigan that the Associated Press had ventured to come into the open with a big attack on the whole spirit of the labor movement. By impugning to the executive officers of the A. F. of L. a willingness to go into a deal with the bosses to defeat the "radicals"—by whom presumably it meant the Plum Plan League and other Government-ownership advocates—the A. P. may have displeased some of its members who consider Messrs. Gompers, Tobin and Woll to be Bolshevists, but it surely did not please Messrs. Gompers, Tobin and Woll, either. There was emphatic denial that any plan or idea of trying to drive "radicals" from the A. F. of L. had been discussed.

Flynn of the Boston News Writers' local has been here, trying to get recognition of the claims of the News Writers for an international charter separate from that of the International Typographical Union. He argues that the Typos have never carried out in good faith their obligation to organize the news writers, over whom they hold jurisdiction, and that if this jurisdiction is surrendered the news writers will organize themselves. One powerful argument against Flynn's proposal, which is seldom voiced but is fully understood in high circles, is that news writers have often a considerable advantage in forming opinion among the workers in a locality as to the right and wrong in a given situation. Hence, unions of other crafts are possibly fearful of the power which unionized news writers might develop. They might be too active in behalf of certain ideas in the labor movement, or in behalf of certain men.

On the whole, the chances are that the Typos will hold their jurisdiction, and that news writers will remain largely unorganized.

Mexican affairs have probably been talked over by the council also, since announcement was made that Messrs. Gompers, Woll, Tobin, Rickert and John Frey would go to Mexico City on January 10 as the delegation from the A. F. of L. to the Pan-American Federation of Labor's third annual meeting. This delegation represents the conservative element of the council, and one least in sympathy with the recent trend of the Mexican labor movement toward socialism—perhaps even communism. It indicates that there will be a lively debate in Mexico City, and that the same principles which were challenged in the recent denunciation by Mr. Gompers of the International Federation of Trade Unions will be brought up in the southern capital for animated discussion. The recent performance of Secretary Colby, in announcing that recognition of Mexico was about to be realized, and then cutting off all communication with the Mexican government representative here, in most discourteous fashion, has not improved the temper of the leaders of labor below the Rio Grande who are backing the Obregon regime.

The A. F. of L. deplores, as much as anyone could, the action of Colby; but the Mexicans will be less than human if they forget that Colby is an appointee and agent of President Wilson, whom the A. F. of L. has twice helped to elect. Backed by delegations from South America, the Mexicans may find words to express their faith in a program which the leaders of the A. F. of L. will utterly reject.

There is a change in the presonnel of the legislative committtee of the A. F. of L. Henry Sterling of Massachusetts, the chairman for the past two years, has been removed by the executive council. The reason assigned was "lack of activity," if report be true. Sterling is a veteran student of labor legislation and industrial betterment, and for many years was a power in defending labor interests before the Massachusetts legislature. He favored co-operation with the Non-partisan League and other progressive forces, and favored scientific taxation of land values. His health has not been good during the past year—a piece of ill fortune which has been shared by President Gompers and others.

His successor is former President McGrady of the Boston central labor body.

Legislative Agent Sexton, a member of the Cigarmakers, gives way to Edgar Wallace, former editor of the United Mine Workers' Journal, and more recently connected with the A. F. of L. non-partisan political committee here.

W. F. Roberts, the third member of the committee, who is also the press agent of the executive council, remains undisturbed. Roberts was formerly connected with the Hearst papers in Chicago.

Three elementary rights of the worker, based on the fact that he is a social being, were stated to the National Consumers' League convention in Philadelphia last night by W. Jett Lauck, economist for many labor organizations. These three fundamental rights are: A living wage, a basic day as short as is commensurate with the highest efficiency and maximum production, and finally a voice in the control of industry and its operation. This includes the right to bargain collectively with the employer through representatives of labor's own choosing.

Reviewing the anthracite wage award, and the fact that the operators and dealers have raised prices until they are $3.25 a

ton higher than a fair price in view of the actual wage advance, Lauck said that this is "a representative example as to how the failure to secure a living wage is productive of discontent, reduced output, and serious loss to the public through recurrent dislocation of industry." He asserted that there can be no real industrial peace until there has been established and defined by law a Magna Charta of industrial rights, which would govern the deliberation of wage boards. So long as wage tribunals satisfy only capital, and are imposed upon a discontented body of workers against their protest, there can be no industrial security in America.

WEEKLY NEWS LETTER.

(Continued from Page 3)

at the point of rifles, will not be punished by the law. Indictments against 206 of the mobbers have been dismissed upon the motion of County Attorney French. The first of the defendants, a hardware merchant, was acquitted last April after a trial that lasted three months.

The County Attorney said it was impossible to go on with the trials because of the inability to get witnesses and the strong sentiment against a continuance of the cases.

Trade unionists are not surprised at the quashing of these indictments. Special interests in this State, headed by copper barons, have maintained a continuous opposition to the prosecution. The plea was made that court costs would increase taxation. Many important witnesses for the State disappeared and demands for vindication of the law were answered by the charge "disloyalty."

The mobbing grew out of a miners' strike called the previous June. The mobbers rounded up their victims, and loaded them into cattle cars and freight cars. They were taken to the desert, 12 miles from Columbus, New Mexico, where the men were unloaded. The United States army went to the relief of the men and removed them to the military camp at Columbus until they dispersed.

The sheriff of the county boldly declared in court that he was responsible for the thuggery. He said he was actuated by patriotic motives.

The mob included business men, bankers and officials of copper mine companies.

Anthracite Owners Evade Publicity.

Anthracite coal owners fear the truth, is the claim of W. Jett Lauck, economist for anthracite miners in their recent arbitration proceedings.

Mr. Lauck declared that only a sweeping investigation of the entire industry could bring about the constructive reforms in the hard coal industry that are necessary to guarantee fair prices.

"The attitude of the anthracite industry," he said, "is strictly negative and devoid of any sense of public responsibility. As a matter of fact, at the recent hearing of the anthracite commission they even claimed that the public was not interested in the proceedings. A further illustration of that attitude is furnished by their refusal at the present time to make any reports to the Federal Trade Commission showing their cost of production.

"The public should demand and secure an investigation which would break down and effectively turn to public benefit the present monopolistic and exploiting alliance between the anthracite-carrying railroads, the coal-producing companies and the coal-sales companies."

Mr. Lauck called attention to the elaborate data and exhibits on anthracite prices and producing costs that were prepared by the miners for submission to the recent anthracite wage commission, appointed by the President. These exhibits were excluded from the records on the plea of the coal owners that it was not the business of the commission, which had been created to settle a wage dispute, to pry into the cost of anthracite production and its relation to wages and the cost of living.

"The coal owners," said Mr. Lauck, "are afraid of publicity. They strenuously opposed the submission of our evidence, and finally, on purely technical grounds, prevailed upon the chairman to exclude these fundamental figures."

ATLANTIC COAST AND GULF

(Continued from Page 9)

protest on behalf of his client, and therefore moved for a non-suit. The motion was granted by the Court after fining the attorney $25 for contempt.

Why can we not punish a Judge for contempt of Justice?

The Standard Oil Company now intimates, through its attorneys, that an offer of settlement might be satisfactory. Whether this will be accepted or a new trial ensue will depend, we presume, on the size and substance of the offer.

Meanwhile, Del Rio remains crippled and destitute, and about 60 per cent. physically incompetent, according to the testimony of the sawbones.

Five members of the Marine Engineers' Benevolent Association, Locals Nos. 33, 35 and 80, of New York, have volunteered to come forward and submit expert practical testimony before the Court in Del Rio's behalf. It is, therefore, believed that a new trial on appeal, or in the Federal Court would be advisable. Because if Del Rio's contentions can be fairly presented and judicially established he should be entitled to substantial damages under existing law.

The foregoing are only a few painful incidents culled at random from our usual red ink calender this week. Lack of space precludes the publication of other sanguinary items in this issue.

We hate to dwell so often on this distressing subject, but hope of final relief through much telling is our only excuse. Like the Irish member who made the same speech four hundred times to convince Parliament, we hope, if we cannot convince the Courts, to secure attention by tiring them out.

ECONOMIC FACTORS ANALYZED

(Continued from Page 7)

bring that about. By recruiting the ranks of unemployed, they foresee the day when workers will be as abject and submissive as the most autocratic employer could demand. Starvation is autocracy's weapon, and it is using it in a manner that gives all thoughtful citizens cause for pause. The situation is electric with potentialities, but the manufacturers are indifferent to them. They have set out to rule and ruin, and labor faces the most desperate struggle.

Demand the Union Label.

International Seamen's Union of America

(Continued from Page 5)

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Labor News

The current issue of American Pressmen, official magazine of the International Printing Pressmen and Assistants' Union, prints a large list of localities where wages in this calling have been advanced and working conditions improved. The wage gains are substantial, $10 a week being common. In several instances the figures ar higher than $10.

Officers of the National Federation of Federal Employes are conducting a nation-wide organizing campaign in preparation for demands for improved conditions that will be presented to the coming session of Congress. These officials declare that 250 local affiliates is possible. "The stronger our federation when we go before Congress this winter," they say, "the more progress we will make in legislation in which we are interested."

Contract breaking among business men in the textile industry is so widespread that a national conference has been suggested to evolve a stricter code of ethics among these business men, who refer to broken agreements as "cancellations." These business men vigorously denounce—and rightfully so—groups of workers when they break a contract, but these employers themselves do business in an atmosphere of contract breaking, which has now reached the point where their industry is jeopardized.

Publication of huge profits by the American Can Company has been made by the International Association of Machinists, whose members are attempting to enforce a living wage in the numerous plants of this trust. The figures were compiled by W. Jett Lauck. The company virtually controls the can-making industry in this country. "In 1917," says the report, "the company had net profits of $22,000,000, or about five times as much as the average for the ten previous years, and twice as much as it made in the most prosperous year before the war."

Government statistics do not sustain the claim of non-union employers, who call for "greater production" and who insist that organized labor is a barrier to production, says Con F. Foley, second vice president of the Journeymen Barbers' International Union. "The American people comprise but 5 per cent of the world's population," said the trade unionist, "yet the Government's statistics show that this 5 per cent produce 26 per cent of the agricultural products of the world, 40 per cent of the mineral products and 34 per cent of the manufactured goods."

D. B. Hanna, president of the Canadian National Railways, takes the position that when a worker is employed by the government he shall surrender his citizen rights. Acting on this theory, Mr. Hanna gives notice that employes of the national railways must decline political office, and if they accept they automatically cease to be employed by the road. The order has raised a storm and the official now explains that that is nothing new, but was the rule under private management. The workers reply that this is no defense, and ask if the road would be justified in following other examples of railroads for instance, discharg[illegible] employes because of trade union affiliation?

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INFORMATION WANTED

Victor Bono is anxious to ascertain the whereabouts of his brother, Eugin Bono, a native of Norway. Kindly communicate with the above party at 59 Clay street, San Francisco. 11-24-20

Portland, Or., Letter List

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Rights and Duties of Merchant Seamen

SEAMEN, have you got a copy of Axtell's new book, "Rights and Duties of Merchant Seamen"? It deals with income tax, how to become a citizen, contains a complete digest of the Constitution of the United States and amendments, the famous Thirteenth Amendment, declaring that men shall not be compelled to do involuntary servitude under the laws of the United States; a history of the great fight made by organized seamen of America for liberty, how that liberty was obtained and is now expressed in our statutes and is buttressed by the foundation of our Government itself, the Constitution of the United States. This book contains a complete digest of the Constitution of the United States. It contains a complete digest of the Statute of the United States pertaining to seamen, officers, consuls and owners, their rights and duties to themselves and to each other; the subject of wages, overtime, salvage, personal injury, discharge in foreign ports, wrongful and proper; questions of discipline; rights and duties of consuls are fully set forth in this little volume of one hundred pages.

The actual cost of publication is 65c. The price is $1.00 in single copies. In orders of ten, a discount of 10% is allowed. In lots of twenty 20% is allowed, in lots of twenty-five 25% discount, in lots of one hundred 30% discount. In other words, in lots of one hundred there is 5% to cover cost of shipment.

The author, Silas B. Axtell, Attorney for the International Seamen's Union of America, in nine fights before the Supreme Court of the United States to enforce the Seamen's Act, Attorney for the Seamen's, Firemen's and Cooks' organizations in innumerable legal battles, is the leading authority on the law pertaining to seamen.

There are only 2000 copies of this book to be disposed of. They are going at the rate of 250 per week by mail order alone.

This is what Harry Olsen, who initiated Mr. Axtell into the Sailors' Union of the Pacific before he went on board the "West Calumb" as ordinary seaman in September, 1919, says:

> "Your book, 'Rights and Duties of Merchant Seamen,' ought to be in the hands of every seaman. Knowing the law would settle a good many disputes which now arise. I will do my best to further the sale of the book and to start with I enclose P. O. Money Order for $20.00 for which kindly forward twenty books as soon as you can."

The following is quoted from a letter just received from Frank Manning, an American Seaman, who met with a serious accident on board an American ship. After stating the facts in his case and asking for assistance and advice, he says:

> "Orunds Hospital, Copenhagen, Denmark, October 27, 1920.
>
> "As I am not up in the Maritime Law whatever and do not pretend to know the least thing about it, it is no good for me to get into any arguments over here with these people because an uneducated person cannot cope with them. Well, Mr. Axtell, hoping to hear from you and hoping this finds you in good health, I am
>
> "Respectfully yours,
>
> FRANK MANNING,
> Copenhagen, Denmark."

Every seaman should have one of these books, "Rights and Duties of Merchant Seamen."

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Home News

Philadelphia city officials say citizens are robbed of from $2500 to $5000 a day by the short weighing of meats. The most common method is the slapping of a piece of meat on the scales and then grabbing it off the scales before the weight can be registered. Investigations show that butchers do not depend on dishonest scales, but "robbed their patrons while they were looking on."

Evidence of big profits made last year by sugar companies is found in the report of the Cuba Cane Sugar Corporation for the year ending September 2. The net profits were $12,-344,134, or $17.69 a share on the common stock, after dividends on preferred stock were paid and all other charges were met. In the preceding year net profits were $7,384.-580, or the equal of $7.77 on common stock.

Strict Federal control to stop coal profiteering is favored by the District Attorneys of Bronx and Kings counties, New York. The Bronx county official said: "The coal situation today is so bad that I do not know what the people are going to do. I consider stringent Government control a last remedy, but it seems to be the only one. Some means should be found of spreading the delivery of coal equally from early spring until late in the fall. Incentives should be offered to induce the consumers to buy early."

American farmers broke production records of five crops this year, according to preliminary estimates announced by the Department of Agriculture. The report shows that the corn, tobacco, rice, sweet potatoes and pear crops surpassed in size those of any previous year in the country's history. In addition, very large crops were grown—in some instances closely approaching records—of oats, barley, rye, potatoes, apples and hay. The corn yield totaled 3,199,126,000 bushels, or 75,000,-000 bushels more than ever before grown in any one year.

American manufacturers are now doing about twelve times as much export business in a single month as they did in a year a century ago, reports the Department of Commerce. "During the fiscal year ended June 30, 1821," it is stated, "the total value of all export shipments from the United Staates aggregated $51,683,640. Today American manufacturers transact about twelve times that much export business in a single month—the exports for September, 1920, amounting to $606,000,000. During the fiscal year 1920 America's export trade has grown to the remarkable figure of $7,950,000,000."

If the coal owners of this country do not stop gouging the public, the Government will have to take control, declared United States Senators Calder and Edge in a statement just issued. The lawmakers are members of the Senate Committee on Reconstruction. They give notice that "unless the coal industry reforms itself and cuts prices to a reasonable figure by December 6" a bill will be introduced in the Senate which will provide for the "most stringent regulation of every branch of the business." The Senators make the sweeping charge that "the coal industry as a whole stands self-convicted of practicing gross extortion on the whole public of the United States."

Domestic and Naval

Germany must deliver 275,000 tons of shipping to the allies as compensation for the sinking of the German fleet in Scapa Flow, the reparations commission has decided.

The Canada-West Indies trade agreement has been referred by the Bermuda Legislature to a committee for report. The local chamber of Commerce is opposed to ratification.

The Reparations Commission has decided that Germany must deliver 275,000 tons of shipping to the Allies as compensation for the sinking of the German fleet in Scapa Flow.

The Shipping Board has given orders to lie up at Norfolk 24 Lake type steel steamers aggregating about 84,000 tons d.w., on account of the slump in freights and lack of cargo.

Admiral Benson has issued orders to close January 1 the training school for seamen maintained at Camp Stuart, near Newport News, Va. It is now intended to train men afloat.

Admiral Benson has declined to consider the proposition made by the American Steamship Owners' Association that the Shipping Board place its whole fleet on bare-boat charter basis.

The steamer "Leviathan," which is lying at the Hoboken piers, is overrun with rats, and in order to get rid of them it has been decided by the Quarantine authorities to remove all food from the vessel.

The American Line steamers "St. Paul," "Philadelphia" and "New York" have been withdrawn from the trans-Atlantic service for the winter and will be employed on West India cruises until next spring.

The British Admiralty announces that navigation in the North Sea is unrestricted respecting moored mines, except in the districts of Heligoland Bight, Borkum Reef, and North Shipway, Jutland coastal route.

The Bureau of Navigation, Department of Commerce, reports 119 sailing, steam, gas and unrigged vessels of 226,603 gross tons built in the United States and officially numbered during the month of October, 1920.

The Savannah Coal & Dock Company of New York will establish a coaling plant at Savannah on the site formerly occupied by the shipyard of the Foundation Company. The loading capacity will be 12,000 tons.

The world's largest whale oil ship, the steamship "Roald," built in Scotland for the A/S Hector & Hvalen, will soon start for the South Shetlands. The oil ship has tanks for 42,000 barrels of oil, and a deadweight of 12,000 tons.

The motor ship "La Paz," which arrived at New York recently from Glasgow to complete loading for the West Coast of South America, is the first motor vessel built for the Pacific Steam Navigation Co. She is a product of the Govan (Clyde) shipyard of Harlan & Wolff.

Lord Inchcape is reported to have disposed, on behalf of the British Government, of forty-eight ex-German steamers aggregating 237,409 tons for £4,786,975, or an average of £19 per ton gross. According to the latest advices, only four ex-German steamers exceeding 10,000 tons have been up to the present disposed of. They are the "Berlin" (17,324), "Mobile" (16,960), "Zeppelin" (14,167), and "Konigin Louise" (10,783).

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JUNE 30, 1920

Assets	$66,840,376.95
Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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INFORMATION WANTED

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

A. J. Storrs, Port Captain of the Admiral Line, Seattle, Wash., is anxious to ascertain as to the whereabouts of the following members who were on Board the S. S. "Governor," in June, 1917: J. L. Tarte, Andrew Westman, L. G. Daniels and W. S. Johanson. 12-1-20

If anyone knows the whereabouts of Arthur Kasper, a member of the Eastern and Gulf Sailors' Association, kindly communicate with S. Alexanderson, Box 571, Portland, Me. 11-17-20

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

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News from Abroad

Norway's import of coal from the Spitzbergen coalfields this year is estimated at 80,000 tons. The requirements of Norway in coal amount to 2,000,000 tons annually.

The British Government has revoked the rule under the Defense of the Realm Act, which prohibited aliens purchasing shares in any British mine or oil field.

The total production of the 1919-20 Cuban sugar crop amounts to 3,728,975 tons, according to final figures published by the Weekly Review of the Cuban sugar crop.

The Canada-West Indies trade agreement has been ratified by the Jamaica Legislature. The Bahamas and British Honduras Legislatures had previously agreed to ratification.

Canadian railway freight rates were recently increased from 35 to 40 per cent. The immediate effect has been to practically stop lumber shipments from British Columbia to the United States.

Plans and appliances for installing storage and supply facilities at both the ports of Teneriffe and Las Palmas are well advanced, but concessions have not yet been definitely granted. A British tank vessel is moored to the breakwater at Las Palmas and holds 8,000 tons of oil when full. Steamers go alongside to take supplies. The price is £12 10s. per ton.

The Journal of the British Chamber of Commerce of Turkey and the Balkan States, in a recent issue, gives numerous instances of pilferage on a large scale of goods from the custom-house and from lighters at Constantinople. In one case a lighter with 17 bales disappeared and the goods were recovered at Derindje, in the Gulf of Ismidt. Another lighter with 73 barrels of oil disappeared altogether and was never recovered, although the empty barrels were found. At times goods have been changed in transit and some withdrawn from the custom-house by false pretenses.

Contracts have been placed by the New York & Cuba Mail S. S. Co. (Ward Line) for the construction of a modern terminal at the port of Havana. Work upon the development has been begun and it is estimated that $3,000,000 will be spent upon the project, which will require about two years for completion. The new freight terminal which is largely a bulkhead proposition, will be located on the site of the present terminal, which is now being abolished. The work does not involve building new piers, but will give the Ward Line the benefits of a modern terminal equipped with the most improved freight-handling machinery.

Progress is being made in Australia toward a solution of the question of bulk handling of wheat. For years Australian wheat was handled in bags. But when it accumulated on account of the war and mice wrought havoc upon the huge stacks of bagged wheat, the subject of making provision for country storage and mechanical handling at the ports became of prime importance. At Glebe Island, Sydney harbor, there is now being constructed a reinforced concrete elevator with a capacity of 6,382,000 bushels, fitted with driers and all necessary machinery for bulk handling and reconditioning. In Victoria, specifications have been prepared for terminal elevators at Williamstown and Geelong.

With the Wits

Day Off Is Right.—Take a day off and call up your neighbors.—Phone Ad.

Cynical.—"His friends could give no reason why he should have committed suicide. He is single."—The Stamford Advocate.

Profit and Loss.—Those who would annex Mexico should first make sure that the value of the oil will exceed the cost of the broil.—Cleveland News.

Why It's Free.—Young Thing—I wonder why they call it free verse? The Poet—That's simple. Did you ever try to sell any?—Jack-o'-Lantern.

Keeping It Up.—"Dear me, you seem wedded to crime! This is your fiftieth conviction." "Yes, me golden wedding, you might say, y'r Honor."—The Bulletin (Sydney).

Simple.—Professor—I'm sorry to tell you, madam, that your daughter is hopeless. She has no talent.—Mrs. Lowell Brow—Huh! I thought I was paying you to give her some.—New York World.

It's a Crool Woild.—Panhandler—On de level, mister, I ain't et nothin' in three days. Prospect—Nothing like exercising one's willpower, bo. You're off to a good start, so don't let anybody forcibly feed you.—Buffalo Express.

Its One Drawback.—A Scotsman came south to have a look at London. He spent a few days in London and sped back to Scotland again. On the first night of his return to his little village up in the wilds all his friends gathered round him to hear his opinion of the town whose streets were "paved with gold." He told the tale as only a Scot can—short and candid, without too much padding; then a friend interrupted him. "Hoo long wur ye in Lunnon a' the gither, Jack?" "Aboot a week," replied the traveled man. "What did ye think o' the toun?" "Hoots, mon, it wur aul richt in its way! Lunnon's a fine wee toun itsel', but it is sich a long wa' fra anywhere!"—London Answers.

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VOL. XXXIV, No. 14. SAN FRANCISCO, WEDNESDAY, DECEMBER 8, 1920. Whole No. 1730.

STATUS OF MARITIME WORKERS

The Seaman's Right to Redress for Accidental Injuries

The Journal of October 6 contained a treatise by Mr. Warren H. Pillsbury, compensation expert for the Industrial Accident Commission of California, giving a general review of the difficulties confronting seamen who seek to recover damages for accidental injuries sustained while at work.

Upon request, Mr. Pillsbury has now prepared the article published on this page setting forth especially the change in the seaman's legal status under the Jones Act. By virtue of Section 20 of said law, injured seamen have been placed in the same position as railroad employes injured while working in interstate commerce.

The history of local workmen's compensation legislation for seamen and stevedores in California is as follows:

In 1913 the California Legislature passed the Workmen's Compensation Act, which included maritime workers within its protection, both stevedores and sailors. In May, 1917, the United States Supreme Court, by a five-to-four vote, held that State laws could not be made to apply to maritime injuries, because of supposed interference by them with the Federal Admiralty Law. In October, 1917, the Federal Congress enacted what is known as the "Johnson Amendment," specifically authorizing the application of state workmen's compensation acts to maritime injuries. In May, 1920, by the same five-to-four vote, the United States Supreme Court held this Act of Congress to be unconstitutional and again stopped the State legislatures from endeavoring to give workmen's compensation protection to maritime workers.

The present situation of maritime workers with respect to protection against injury may, therefore, be summed up as follows:

Under the Admiralty Law

Admiralty Law has changed little in the last one hundred years in respect to injuries to sailors and longshoremen, and gives inadequate protection to them. In cases of sickness on board ship and of accidents not caused by the fault of the employer, the employee is entitled to medical care and maintenance, under what is known as the "rule of the Osceola." This gives him his wages until the end of the voyage and treatment at the Marine Hospital, also medical treatment while on the ship. This protection extends only to sailors and does not include stevedores or longshoremen.

If the maritime worker be injured by the fault of the employer, he may bring a suit in admiralty for damages. This applies both to seamen and longshoremen. Such suit is like the old style damage suit used in California until the Compensation Act was passed. In this damage suit the injured worker can get damages only if he can prove that his injury was caused by the fault of his employer, such as by furnishing an unseaworthy vessel or defective tackle or equipment. The case is usually tried before a jury, and the delay, court costs, and attorney's fees cut down the occasional large recovery to a considerable extent. In most cases the injured employee is unable to make out a case and gets nothing.

In death cases, there was, until this year, no provision in the admiralty law giving an action for damages, even where the death was caused by the fault of the employer. For many years, to overcome this defect, admiralty courts have been allowing a suit in admiralty for damages, based upon State laws, where the States had laws giving a right of action for wrongful death. A queer result is that a State compensation act cannot be applied to a maritime injury, but a State statute giving a damage suit for negligence can.

In March of this year, Congress passed an act giving a right of action in the admiralty court in death cases wherever the accident happened outside the three-mile limit only. Suit can be brought, however, only where the accident is caused by the fault of the employer. This law is not a compensation act in any respect. It merely takes the place of the State damage suit laws which had previously been applied. But since admiralty law is not limited to injuries occurring outside the three-mile limit, but extends to all vessels afloat upon navigable waters, in rivers, harbors, and bays, as well as upon the high seas, where a seaman is killed inside the three-mile limit in California, the suit must still be brought in the admiralty court under the California damage suit laws.

Cases Still Under the California Workmen's Compensation Act

There are still a few cases of injuries to maritime workers which remain under the California Compensation Act. Admiralty does not allow a suit for damages where a seaman or stevedore is injured upon the land, wharf, or dock. The law of admiralty applies only where the accident happens upon the ship. Therefore, the State Workmen's Compensation Act probably still applies to injuries sustained by sailors, stevedores, or longshoremen occurring upon the wharf, dock or land. This is not entirely certain as yet, as there are rumors of lawsuits about to test this question in the courts. However, the California Industrial Accident Commission is proceeding upon this theory until reversed, and as yet its decision has not been attacked.

Under the Jones Act

This act, known as the Merchant Marine Act, was passed June 5, 1920, and changes the situation considerably. Section 33 of the Jones Bill amends section 20 of the earlier La Follette Act to read as follows:

"Sec. 20. That any seaman who shall suffer personal injury in the course of his employment may, at his election, maintain an action for damages at law, with the right of trial by jury, and in such action all statutes of the United States modifying or extending the common-law right or remedy in cases of personal injury to railway employees shall apply; and in case of the death of any seaman as a result of any such personal injury the personal representative of such seaman may maintain an action for damages at law with the right of trial by jury, and in such action all statutes of the United States conferring or regulating the right of action for death in the case of railway employees shall be applicable. Jurisdiction in such actions shall be under the court of the district in which the defendant employer resides or in which his principal office is located."

The result of this change is that seamen are now put in the same position as railroad employees injured while working in interstate commerce. It is therefore, advisable to briefly consider the rights of railroad employees in interstate commerce.

Rights of Railroad Employees

Originally all injuries to railroad employees were governed by the State laws only. The State damage suit laws being inadequate, and very different in the several States, Congress in 1906 passed a Federal damage suit law to give railroad employees better protection. This law was declared unconstitutional by the United States Supreme Court. In 1908 Congress passed a new statute which met the objections raised by the court, which is the law now in force, except for certain amendments made in 1910. The name of this statute is the "Federal Employers Liability Act." The Act applies only to railroad employees injured in the course of the interstate commerce business of the railroad. And by section 33 of the Jones bill, just quoted, it now applies to all seamen as well as railroad employees.

The Federal Employers' Liability Act is not a workmen's compensation law. It instead gives an action for damages where an employee is injured through the negligence or fault of his employer. As a damage suit statute, it was at the time of its passage, an improvement on the State laws of that time. It is now hopelessly antiquated. This act makes the employer liable in damages to the employee, or in case of his death, to his administrator for the benefit of a surviving widow or husband and children, and if none, for surviving parents or next of kin of the employee, for injuries resulting in whole or in part from the negligence of any of the officers, agents, or employees of the railroad, or from any defect due to its negligence of its cars, engines, appliances, machinery, track, roadbed, works, boats, wharves, or other equipment. If the employee is also guilty of negligence, damages are diminished in proportion to the extent of his negligence, instead of being cut off entirely as is the case under State damage suit laws. The railroad is not permitted to reduce damages for the negligence of the employee where the railroad has violated any statute enacted for the safety of employees. The obnoxious rule in force in the different States that an employee cannot

sue for damages where he has impliedly assumed the risk of the injury is also abolished in the Federal Act. Any contract, rule, regulation, or device, by which the employer attempts to exempt itself from any liability created by the Federal Act is made void.

Suits must be commenced under the Jones Act within two years from the time of injury and can be brought only in the United States courts or in the superior court of the State.

This is a very brief description of the Federal Employers' Liability Act which now applies to seamen, but probably not to stevedores or longshoremen.

Federal Workmen's Compensation Act

It is hoped that Congress at its next session will pass a uniform Federal Workmen's Compensation Act for all maritime workers, and possibly all railroad employees in interstate commerce as well. The Republican platform of 1920 declares for a Federal compensation act for maritime workers. The Democratic National platform of 1920 declares for such Federal compensation act, but for stevedores and longshoremen only, not including seamen. Why the Democrats were unwilling to put seamen under a Federal workmen's compensation act is difficult to understand. National workmen's compensation acts have been advocated by various agencies, such as the International Seamen's Union of America, The American Association for Labor Legislation, and others. The International Association of Industrial Accident Boards and Commissions has also voted in favor of such bill and offered its services to assist in the work.

BRITISH SEAMEN IN THE WAR

"'National Service' of British Merchant Seamen, 1914-1919," is the unassuming but descriptive title of a recently published volume furnishing an important contribution to the written history of the world war. The author, Father Hopkins, C. B. E., O. S. P., has in the course of a long and useful life been intimately associated with the rise and development of British seamen's organizations, and is therefore eminently qualified to present to the public the part which British merchant seamen had in shaping the events of the period of which he writes. A scholar of high attainments he yet brings to his work a degree of sympathetic understanding of the burdens borne by merchant seamen, both in peace and in war, which makes the book peculiarly interesting to those whose cause he has so long and ably championed.

In the introductory chapter the author leads off with the following tribute to the patriotism of the owners and men of the British Merchant Marine:

> The contribution made by Merchant Seamen of all ratings towards the winning of the War, their courage and devotion to duty is, as time passes, being more and more recognized. But what is perhaps less readily recognized, at all events by those who were not privileged to be behind the scenes at that time, is how, when the existence of the British Empire was threatened from without, owners and men of the British Mercantile Marine sank their differences (and very considerable differences) and agreed to co-operate in their Country's service. It was the ultimate manifestation of this spirit of conciliation on both sides which made the devotion and courage with which British seamen faced their hazardous and exacting responsibilities effective. Furthermore, this spirit of conciliation, which was called into being in a time of common danger, bids fair to continue; and, if this is the case, a change for the better in the relationship between "masters and men," as it existed prior to August, 1914, will undoubtedly make for the ever-increasing prosperity of the British Mercantile Marine, and the welfare and uplift of the men who go down to the sea in ships.

The book is divided into four parts, headed, respectively:

"Immediately Prior to the War," "From the Outbreak of War to the Establishment of the Ministry of Shipping," "From the Establishment of the Ministry of Shipping to the Signing of the Armistice" and "Since the Armistice, November, 1918."

To these are added a number of appendices and a "Diary of Principal Events," designed to amplify such portions of the main discourse as may invite more extended research by the reader.

In looking over the volume one cannot fail to be impressed with the wealth of detailed information which it contains. No subject or incident in any way related to or bearing upon the fortunes of British merchant seamen during the great war has, seemingly, been overlooked by the author. Graphic pen pictures of leading events, statistical figures, technical details, glimpses behind the scenes of British officialdom, strivings of the seamen's unions, all are marshaled in orderly review before the absorbed reader. The whole chain of doings by British merchant seamen in the eventful period dating from just before the catastrophic world conflict up to the present day have been recorded with a faithful precision that leaves little or nothing to the imagination.

Of especial interest to American readers are various references to the La Follette Seamen's Act. Its effects on British shipping conditions, particularly in relation to British Seamen's wages, are clearly shown by the author. Sundry extracts from literature issued by the International Seamen's Union of America are also found in the book, and the JOURNAL is approvingly quoted on the subject of "Desertions By British Seamen In American Ports."

Future historians digging for facts bearing on the activities of the British Mercantile Marine in the late war will find "'National Service' of British Merchant Seamen, 1914-1919," an invaluable aid in their work. As for the British merchant seamen, they are fortunate indeed to have had so able and conscientious a chronicler as Father Hopkins to record the proud part that was theirs in that never-to-be-forgotten struggle.

"'National Service' of British Merchant Seamen, 1914-1919," is published by George Routledge & Sons, Ltd., Broadway House, 68-74 Carter Lane, London, E. C. Price, 6 shillings net.

THE CONTROLLER.

The signs on all interurban electric cars say "Don't talk to the motorman," but you can watch him. If you do, you will notice that when he "gives her the juice" he has to keep his hand on the controller. The moment he lifts his hand, the controller automatically flies back, shuts off the power and the car stops. That arrangement is a safety device which has saved hundreds of lives.

If anything happens to the motorman the safety of the passengers, who must rely on him, is protected. If he drops dead of heart disease the car automatically is stopped even though it may be running fifty miles an hour. If he goes to sleep at his post, he and his passengers are not endangered seriously by his negligence.

You can install a similar safety device on your individual or family financial car. The equipment is provided by the Savings Division of the Treasury Department and consists of War Savings Stamps and Treasury Savings Certificates. If you save and invest in those securities, you may face the future without fear. If you are taken sick they are an automatic protection for you and your passengers dependent on you. If you drop dead those dependent on you are not endangered.

THE COAL MINERS' ATTITUDE.

John L. Lewis, international president of the United Mine Workers of America, has placed that organization on record against any reduction in wages for the mine workers.

"Under no circumstances will we permit any reduction in the wages of the mine workers of the country," he said. "There is not going to be any return to pre-war wages or conditions. Any reduction in wages is an economic mistake. It never produces any good result. What the mine workers have to-day we are going to hold, and we propose to continue to make progress instead of going backward."

There is the policy of the United Mine Workers. It is stated in plain words, so that it may be understood by anyone. It is a platform upon which every member of the union will stand. In making that statement, President Lewis told the world what the United Mine Workers of America stand for. It is the unqualified duty of every member of the union to stand firmly behind the international officials. They must present a solid front, to sustain the international officials in that policy. To stand back, to hesitate or to fail to give the international officials full support and co-operation would be an indication of division. Such action would give encouragement to the opposition which is attempting so vigorously to break down the present wage levels in industry in the United States. The mine workers must stand together and let the United Mine Workers of America shine forth as an example to the labor movement in general of solidarity and devotion to sound principle. While the assault on wages and working conditions is being made by the opposition, the mine workers must let them know that the union stands squarely upon the platform announced by President Lewis and that they propose to support the international officials in every honorable way in carrying out that policy. That's what trade unionism means. All over the country the leaders of the labor movement recognize the fact that labor must face serious conditions in the next two years, and they are giving the most profound thought and consideration to the coming struggle.

It is fortunate, indeed, that the position of the United Mine Workers of America is now well known. It is fortunate, too, that the membership of this great union is made up of that kind of manhood that will stand firmly and resolutely by the policy enunciated by President Lewis.

MILLIONS FOR WAR, BUT—

To provide work, and thereby make its citizens self-supporting, should be one of the functions of Government. In this particular our own Government is lame. We find a way to loan Europe millions of dollars without interest, which may be all right as a measure of world reconstruction, but we are slow to finance any plan that will provide work for our own citizens. There apparently is approaching a period of slack times and even now thousands of men are idle through a slump in their own particular line. Especially is this true in the automobile industry.—Cigarmakers' Journal.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

"Trade Unions Are Bulwarks of Modern Democracies."

The trade union movement means more than high wages, short hours and improved working conditions. It means intellectual development of the mass. It means independent wage earners, who carry this independence from the shop, mill and mine into the affairs of everyday life.

And herein lies a major reason for the opposition to organized labor.

The trade unionist is interested in other things than shop conditions. Every economic, political and social question attracts him.

His collective voice is heard on education, finance, industry, agriculture and transportation. He fights for free press, speech and assemblage, and will go to prison that this heritage is assured.

He creates new public opinion by his constructive statesmanship, his insistence on just relations between men, and his vigor in exposing wrong.

He demands that democracy function.

This type of a worker is not favored by anti-union employers, anti-union newspapers, anti-union business men, anti-union bankers and their political agents.

These elements want "contented" workers. They want men who are thankful for their jobs, who will permit the boss to do their thinking, form their opinions and tell them how to vote.

This is why these elements believe in organization for their kind, but deny it to wage earners. They look upon organization as a protection to their power over the unorganized, while a trade union is a challenge to their power.

The stand-patism of these elements is historic. They never move until they are compelled to.

These elements want a slave class—not in name, but in fact.

Trade unionism is the monkey-wrench thrown into the machinery of autocracy and sham.

Trade unionism has established the first element of democracy in industry.

In the non-union shop the employer is absolute. In the union shop the worker has a voice in working conditions. As a citizen he is likewise independent. Collectively, he is the greatest factor in freedom's cause.

The British statesman correctly declared: "Trade unions are the bulwarks of modern democracies."

Agitate! Educate! Organize!

Ancient Union Foe Getting Very Polite.

James A. Emery, general counsel for the National Association of Manufacturers, is getting very polite in his war against organized labor.

Mr. Emery is one of the little Jack Horners of anti-union employers. For years he has been raging up and down the country with his fire alarm message against trade unionism, and now he tells business men in this city to "study the demands of labor instead of hurling epithets at workers with new ideas." The speaker, in a talk at Seattle, did not seem like the Emery of old whose pleas for "the right to work" have thrilled cheap labor employers.

Some trade unionists whisper that Emery adjusted himself to environment. Business men in this city, through their associated industries, have failed to destroy organized labor. Their rough stuff has only strengthened the workers' lines and given Seattle an unenviable reputation.

Another organization has been formed by these business men, and the workers believe that the new federated industries of Washington will adopt smoother methods. The strikebreaker and thug will be replaced by "can't-strike" laws, which will be urged at the coming session of the Legislature.

Under these conditions, Emery put his war whoops in cold storage and affected a broad, liberal, patronizing attitude toward the workers, while criticising employers for "using shopworn sayings in condemning others."

The business men cheered this eastern wonder and the word was quietly passed among those present that Washington must have an anti-strike law similar to Kansas.

Labor's High Ideals Can Block Traitors.

Labor is partly responsible for traitors within its ranks, says the Australian Worker, which declares that when the workers awake to their mission, the possibilities of their cause and are unrelenting and unforgiving to traitors, the efforts of this brood will be minimized.

"The workers have not yet learned to be earnest in their own cause. They don't take their historic mission seriously," says this labor paper.

"They can't believe that they are destined to change the face of civilization and bring into being a new world.

"It is this want of faith in themselves that encourages unfaithfulness in others.

"When labor realizes its stupendous importance in the drama of history, when it perceives the unforgivable nature of treachery to its ideals, Judas will not manifest himself to anything like the same extent, and the traditional pieces of silver will lose their fatal power to lure.

"Too often it pays to 'rat' on the working class. When it ceases to be a profitable proposition, when it becomes instead a highly dangerous occupation, there'll be a rapid and permanent slump in the renegading business.

"It is not always for sordid gain that Judas acts. Sometimes his object is the favor of the great, or the society of the well-to-do, or the gratification of ambition. Sometimes he is even able to persuade himself that he is obeying the dictates of a superconscience or following some newly-discovered 'light.'

"But whatever the motives animating him, whether he betrays us in the old crude fashion, or deceives himself into the bargain, he is Judas nevertheless, and so long as there is room for him in our midst the old tragedy will be a continuous performance."

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.
Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.
Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

AUSTRIA

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Piazza S. Marcellino 6-2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de Sâo Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

A recent Government decree fixes the hours of labor in Portuguese merchant vessels as follows: Seamen, 64 hours per week; firemen, 56 hours; stewards, 77 hours. In case of need the schedule of working hours may be raised to 70, 78 and 91 hours a week, respectively, with overtime pay of time and a half, or two hours' rest in port for each additional hour at sea. Overtime does not apply to work performed while entering or leaving port, or caused by stress of weather or accident.

With the formal organization at a convention held in Luzerne, Switzerland, of the "International Labor Association for Sports and Physical Culture," another international labor body takes its place in the ranks of the protagonists of international peace and fraternity. The meeting was attended by a score of delegates from labor sport societies in Germany, England, France, Belgium, Finland, Czecho-Slovakia and Switzerland, who are said to have represented about 1,000,000 workers organized in various athletic societies. In their speeches they told of the progress being made in their respective countries toward building up workers' sport societies, as distinct from those under the control of the bosses.

The handful of men in the labor movement who talk of "revolution" were jeered and ridiculed by Tom Shaw, trade unionist and Member of Parliament, in a speech at London, in which he discussed the recent miners' strike. The unionist declared that the miners were justified in their wage demand and asked if the men who talk of revolution really understand what they say. "If a revolution did come," said the speaker, "the men who would be responsible for that situation would discover that they are conscientious objectors and would let others do the fighting when the bullets began to fly." The speaker classed certain government officials with the advocates of revolution in the unions. "There is a better way than revolution," said Shaw. "There is the way of common sense, enlightenment and education, of teaching the people that it is better to put a cross on a ballot paper than to stop a bullet."

The Supreme Economic Soviet of Russia, says a Moscow wireless, has issued a decree pointing out the general principles on which foreign capitalists will be permitted to exploit the natural riches of Russia. The soviet government has received requests from foreign capitalists to afford such rights, the message states, and soviet Russia requires offers of experienced forces and large material means in order to create within the boundaries of Russia an inexhaustible source of raw materials for manufacture on the spot and abroad. A new law permits foreign capitalists to work the natural riches of Russia, the message declares, receiving in return the right to export abroad a portion of their product. The Soviet government promises foreign capitalists that nothing they invest in undertakings in Russia shall be nationalized, confiscated or requisitioned. The capitalists shall have the right to engage workers and other employes in accordance with the existing laws on labor in Russia.

Painless Parker

Dentistry for Sailors

WHENEVER a sailor wants his teeth fixed up, the best place to go is a Parker Dental Office. There are 28 of these offices, as shown below. A sailor can, for instance, have work started on his teeth in San Francisco, and finished in any other port along the coast where he may go. No matter what city he may be in where there is a Parker Office, he can go there and have his teeth looked after under the Parker System. If anything additional is needed, or if he has something about his teeth he wants changed, he can be taken care of right where he is.

Dr. Parker is the man who is famous everywhere for dentistry without pain. He is also famous for his fine work at moderate prices. The Doctor used to sail the seas himself, and has a warm spot in his heart for the men who go down to the sea in ships.

Sailors are entitled to come to any Parker Office and have their teeth examined free.

SAN FRANCISCO—15 Stockton St.; 12, 14 and 16 Ellis St.; 1802 Geary St.

SEATTLE: 1619 Westlake Ave.
TACOMA: 13th and Pacific
SAN DIEGO: 5th and F Sts.
SANTA CRUZ: 121 Pacific Ave.
BREMERTON: 412 Pacific Ave.
LOS ANGELES: 706 S. B'way.
STOCKTON: 6 N. California
SAN JOSE: 58 W. Santa Clara
SALEM: State and Commercial
PENDLETON: 755 Main St.
SPOKANE: Riverside & Post
LEWISTON: 521 Main St.
PORTLAND: 326 Washington
BELLINGHAM: Holly & Commercial
EUREKA: 210 F St.
ABERDEEN: Heron and H Sts.
OAKLAND: 1128 Broadway
FRESNO: Mariposa and J Sts.
SACRAMENTO: Tenth and K Sts.
BAKERSFIELD: 20th and Chester
EUGENE: 7th Ave. and Willamette
CENTRALIA: Salzer Block
TWIN FALLS: 116½ Main Ave. N.
RENO: 16 E. Second

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INFORMATION WANTED.

Members of the crew of the S. S. "J. E. O'Neil," which salved the motor ship Oregon. A settlement has been made and I wish the following men would communicate with me in order that they may be paid their share of the salvage due them: P. Anderson, seaman; W. Kendall, seaman; J. C. Thompson, third assistant; Joe Brady, wiper; H. F. Morressy, messboy. S. B. Axtell, 9 State street. 5-12-20

Members of the crew of the S. S. "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members, and the respective amounts due thereon is as follows:

Amudsen, R. $22.50
Mattson, Geo. J..... 22.50

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Sutter 4673. Residence Phone Prospect 2908.

INFORMATION WANTED.

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Peter Ronald, a native of Norway, age 56 years, injured while acting as a boatswain on board the S. S. "Ahala" on August 22, 1919, at Hartlepool, England. Anyone knowing his whereabouts will please communicate with S. B. Axtell, New York City. 12-8-20

Anyone who was acquainted with the late Chas. Erickson, discharged from the U. S. Navy in 1896, and subsequent thereto sailing on the Pacific Coast, will confer a great favor upon his widow, Mrs. Charles Erickson, by communicating with her at P. O. Box 15, San Pedro, Cal. Mrs. Erickson is anxious to establish certain facts relating to the physical condition of her late husband prior to his discharge from the U. S. Navy. 1-28-20

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— or —
A SQUARE MEAL
— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

Sailors' Outfitters
PAUL–BENJAMIN
THE OLD RELIABLE
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This year there will be stirring times in the Nation. Under government censorship it is increasingly difficult for the average man to get the real meaning of the social and political movements of the day.
LA FOLLETTE'S MAGAZINE
will be specially represented at Washington and will analyze and present the news from the capital truthfully and fairly. Senator La Follette is making a real fight to lift some of the tax burdens from the common people and place them where they belong—on excess profits, war profits and surplus fortunes and incomes. Because of this he is being attacked more bitterly than any other man in public life.
Send in your order today.
$1.00 Per Year—Agents Wanted
La Follette's Magazine, Madison, Wis.

INFORMATION WANTED.

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Crew of the S. S. "Wasco," which signed on at New York March 19th and were discharged and arrested at the Cape Verde Islands about October 19th, will be good enough to report or communicate with the undersigned. The trial of some of the crew will come up shortly and I should like to join as many of the crew as possible in their action.—S. B. Axtell, New York, N. Y. 8-4-20

Olaf Nyhagen, a native of Bergen, age 36, is inquired for by his mother, Mrs. Dina Nyhagen, Bergen, Norway. 4-28-20

To Scandinavian Sailors:
Inheritances collected Money forwarded to all places in Sweden, Norway, and Denmark to banks or private persons at lowest rates. Full guarantee.
LEONARD GEORGES,
General Passenger Agent Swedish-American Line, 268 Market St.

Pacific Coast Marine

The Vancouver Island Whaling Company, Vancouver, B. C., has purchased four boats from the British Admiralty for whaling in the North Pacific.

Four more Shipping Board steamers have been ordered moored in Elliott Bay (Puget Sound), added to the five previously tied up there, owing to lack of demand for cargo carriers. The four are the "Iconium," "Nile," "Yosemite" and "West Norratus."

After being aground in Oriental waters, word was received here by the marine department of the San Francisco Chamber of Commerce that the Pacific Mail feeder ships "Lake Faulk" and the "Caddopeak," had been floated. The vessels are said to have arrived at Hongkong in tow and will be placed in the dry dock for surveys and repairs.

A contract has been let to Barney Lanteri, the Pittsburg shipbuilder, for the construction of a new water barge for the California-Hawaiian Sugar Company. The vessel, which will operate in carrying water between the river above Antioch and the refinery at Crockett, will be 206 feet long, 52 feet beam and 14 feet deep.

Opium valued at approximately $77,000 was recovered from Honolulu harbor during the week by naval divers co-operating with customs officials. From the same location 100 tins had been previously recovered this week. The opium recovered during the week is valued at $90,000. Customs officials announced a revenue cutter is en route here for patrol duty in the islands. The opium is believed to have been thrown overboard from a vessel recently in port.

Reports received from Honolulu state that eight Gilbert islanders have arrived at Honolulu on the cable schooner "Tangora" from Fanning Island in charge of Captain C. Mill Menmuir, who will place them on the next Matson liner sailing for this port. The eight men were supposed to arrive here on the "Matsonia" last Tuesday, but due to the long passage of the "Tangora" they missed the "Matsonia." The eight Gilbert islanders will be assigned as seamen on board the "Doris Crane" when she sails from here for the mid-Pacific islands.

Carl J. Peterson, a seaman, had a narrow escape from death when a plank used to hold the canvas on the vessel's hatch was torn loose by heavy seas. He was struck by the floating timber, suffering an injured foot. During the whole period of the gale the "Georgiana's" decks were under water, and members of the crew stated that it was a miracle that none was drowned by being swept into the sea by the waves which engulfed the craft. Hatch covers were torn off and hurled into the sea by the water, and the vessel was driven far off her course. The "Georgiana" lost both masts on November 15, when the wind attained a velocity of seventy miles. It is believed that the craft was caught in the tailend of a typhoon which swept the coast of Japan.

The rapid elimination of sailing ships as carriers of commerce on the trade routes of the world since the end of the war is shown by comparative figures compiled by Artie Byers, statistician of the Marine Department of the San Francisco Chamber of Commerce for the month of November of this year and the same period of 1919. During November, 1919, there was a total of 69,528 tons in the sailing vessel class arriving at San Francisco, against 45,292 tons for the same months this year. The departures from this port also showed a sharp decline in the movement of windjammers. In November, 1919, sailing tonnage amounting to 69,253 cleared from here, while last month showed a falling off to 49,528 tons. There was a marked gain, however, in the amount of steam tonnage arriving and departing from San Francisco last month over the same period last year.

Construction of a new deep water harbor at either Ahukini and Nawiliwili, on the island of Kauai, is being agitated by prominent steamship men in the Territory of Hawaii, according to reports from the Islands. Completion of the project will mean much to steamship companies operating out of San Francisco as well as island interests, as the island of Kauai will then be able to afford splendid harbor and loading facilities for the island. Kauai during the last few years has developed into one of the foremost islands of Hawaii for the production of pineapples. Recently a corps of United States engineers, after making a survey of the two sites, recommended that Nawiliwili was the most suitable site for the proposed development. The proposed harbor, which will represent an expenditure of more than $1,000,000, when completed will be able to accommodate the largest freighters plying in the Hawaiian trade.

A campaign to secure control of the waterfront of San Francisco for the municipality, that the city may own its own shore line the same as does Oakland, Alameda and San Pedro as a part of Los Angeles, will be inaugurated next month by city officials and a score of civic organizations, with Supervisor Ralph McLeran as chairman. "San Francisco voted for control of the waterfront by an enormous majority, and we are going to put up the greatest fight in the Legislature this winter to obtain that control that California has ever known," McLeran said at a meeting of the Finance Committee of the Board of Supervisors. McLeran referred to the vote cast on Amendment No. 32 on the ballot November 2, that carried by a large majority, and that was placed before the people by Supervisor Richard J. Welch, chairman of the Commercial Development Committee, outlining a Municipal Board of Harbor Commissioners, in the event that the Legislature enact a measure giving San Francisco control of the city waterfront.

The Shipping Board spent over $1,720,000 altering the 25 steamers built on its own account in Japan and which were converted in Seattle to burn oil, besides other changes. The last ship to be delivered, the "Eastern Sword," is still undergoing alterations. The amounts spent on the other ships are given as follows: Todd Dry Docks, Inc.—"Eastern Guide," $71,000; "Eastern Gale," $65,866; "Eastern Victor," $67,000; "Eastern Admiral," $51,500; "Eastern Tempest," $48,605; "Eastern Importer," $110,381. Pacific Coast Engineering Co.—"Eastern Moon," $34,134; "Eastern Mariner," $61,950. "Eastern Pilot," $45,000; "Eastern Glade," $72,500; "Eastern Cloud," $67,225; "Eastern Maid," $47,500; "Eastern Sailor," $138,220; "Eastern Soldier," $82,500; "Eastern Temple," $62,100; "Eastern Leader," $85,500. Skinner & Eddy—"Eastern Knight," $81,881; "Eastern Craig," $53,980. "Eastern Ocean," $67,499; "Eastern Planet," $54,400. J. F. Duthie & Co. —"Eastern Crown," $65,450; "Eastern Dawn," $51,498; "Eastern Glen," $59,150; "Eastern Exporter," $101,996.

Experienced surveyors are being dispatched to all foreign ports, where conditions warrant, to become representatives for the American Bureau of Shipping, which is now recognized as the official classification society for the United States Government. At present there is a representative in Europe making recommendations based on conditions found at each seaport. Already there has been a surveyor appointed at the port of Hamburg, Germany, to handle the bureau's business there and other ports in the vicinity. Ports at Havana, Rio de Janeiro, San Juan, the Dutch West Indies and South and Central America are being surveyed by the bureau's representatives. The policy of the bureau is that none but American citizens may act as its exclusive representatives. Prior to the inception of the American Bureau of Shipping, it was shown that oftentimes the business handled at a foreign port for an American ship was carried out in a haphazard manner by foreign representatives with the resulting loss of thousands of dollars to the vessel's owner. The United States Shipping Board has undertaken to place Americans as its representatives at foreign ports to act as its agents, on the showing that the employment of a foreign agent resulted in the latter often shirking the handling of the Shipping Board's interests with the consequent loss of thousands of tons of freight that might have been secured for an American vessel.

Passenger and freight service from the Pacific Coast to the Mediterranean—the first direct line of steamers from San Francisco to Europe —is to be undertaken next year by Swayne & Hoyt. The advent of the service will mark an epoch in Pacific Coast shipping, as nothing in the way of a passenger line to Europe has ever before been attempted. Swayne & Hoyt have made application to the United States Shipping Board to have assigned to this service three of the new 535-type of passenger boats. The firm has thoroughly canvassed the situation and has been assured of an ample movement of freight and more than enough passengers to fill the steamers. Persons traveling between the Pacific Coast and Southern Europe could save almost 50 per cent. in transportation charges by journeying direct by boat instead of making half the journey by rail across the United States. And it would take only about five days more for the all-water trip, according to Lloyd Swayne, junior member of the firm. The ports of call would be Seattle, Portland, San Francisco, San Pedro, Cadiz, Barcelona, Marseilles, Genoa and Piraeus, via the Panama canal. From the northwest would be shipped lumber and grain, from California, canned goods. A goodly number of Italian immigrants come to California, and if they could journey direct from their homes to San Francisco without change, and cheaply, even though the trip should be a few days longer, they will travel by steamer, according to Swayne.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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(Continued on Page 11)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 8, 1920.

THE SEAFARERS' COUNCIL

The Seafarers' Council of the Pacific Coast met at San Francisco during the past week and elected the following officers: President, Ernest F. Pegg of the Marine Engineers' Beneficial Association; vice-president, William A. Wescott of the Masters, Mates and Pilots of the Pacific; secretary-treasurer, Ed Rosenberg of the Sailors' Union of the Pacific; sergeant-at-arms, Eugene Burke of the Marine Cooks' and Stewards' Association of the Pacific; executive committee, Wescott, Pegg, Rosenberg, Patrick Flynn of the Marine Firemen, Oilers and Watertenders' Union of the Pacific, and Eugene Steidle of the Marine Cooks' and Stewards' Association of the Pacific Coast.

The Council, organized February 11, 1920, states its purposes in this paragraph:

Recognizing that "organization" is the only means by which the various departments of the ship's crew may hope for amelioration of and final emancipation from the many evils attending their calling, and for the purpose of furthering organization, strengthening it where it already exists, and bringing into closer fraternal relations the various bodies of organized seafarers, these bodies have organized the Seafarers' Council of the Pacific.

It is no secret that similar organization has proven of great benefit during the last two years to the seafarers of Great Britain and to British mercantile marine commerce generally.

On the Pacific Coast, where organizations of the various departments of the ship's crew have as a rule co-operated for the advancement of common interests, even without a formal federation of the departments, the time was found opportune last spring to institute this Seafarers' Council.

In the adjustment of the many problems ever confronting our steadily growing merchant marine, the Council is bound to prove an important factor. In fact, the very existence of the Council has already promoted closer fraternal relations between all the men who earn their livelihood upon the waters.

Having taken an active part in the formation of the Seafarers' Council, the Journal takes a pardonable pride in the progress made to date and wishes to assure its readers that this movement for the greater solidarity of labor is taking place in practically every industry. It is being discussed in every old line trade-union.

The American Federation of Labor has no impediments in the way of the industrial evolution of the trade-unions. For as a matter of fact, the A. F. of L. is the least centralized, the least dictatorial of any of the great labor bodies of the world, with the possible exception of the Syndicalist Organization of France.

The workers in every industry in America are free to adopt such form of organization as they desire.

The union men are wiser than the philosophers. They know their own business better than the butters-in, who are long on theory, but who ignore the simple facts of practical working class mental evolution.

Unionism is growing in the place where it should grow—in the ranks of organized labor. It can't be manufactured in the mental laboratories of the "intellectuals." Nor can it be steered, led or directed by a few self-styled radicals who talk glibly about "one big union," but who have not the faintest knowledge of the growth and internal development of the "pure and simple" American trade-union. The O. B. U.'s and the I. W. W.'s can destroy, but their constructive ability cannot stand the acid test.

The Seafarers' Council of the Pacific Coast is composed of the following marine organizations: Masters, Mates and Pilots of the Pacific; Marine Engineers' Beneficial Association No. 35; Marine Firemen, Oilers and Watertenders' Union of the Pacific; Marine Cooks and Stewards' Association of the Pacific Coast; Sailors' Union of the Pacific.

THE STEEL TRUST'S WEAK SPOT

Mr. Gary, official spokesman for the steel trust, America's most powerful anti-union industry, has more than once received attention in these columns.

Mr. Gary's mental attitude toward the workers has been strikingly compared with that of Louis the Fourteenth of France, who thought "he was the state"; just as Gary now seems to think that "he is the industry." The king was in error and so is Gary. The king lost his head as well as his kingdom. And Gary may lose that absolute control over the workers in the steel industry, even before he suspects it.

Quite recently the American Economic League called attention to the fact that there are ways in which Labor can help itself, regardless of what Mr. Gary's attitude toward unionization may be, and regardless of his ability to prevent his employes from organizing.

Mr. Gary's real source of power is not in his ownership of big plants. It lies in possession of privileges conferred upon him by law. If the workers use their political power to deprive him and his corporation of these privileges, they will emancipate themselves. If they show the slightest disposition to use their power seriously they will probably have occasion to observe a change for the better in the corporation's labor policy, even before anything has actually been done.

What privileges does the steel corporation hold? As far back as the year 1901, Charles Schwab disclosed one of these in testifying before a congressional committee. He said that the corporation owned 60,000 acres of coking coal lands in the Connellsville district. These lands contained practically all the coking coal available for use in steel manufacturing. While the corporation controlled the use of these lands no competitor or possible competitor could engage in steel manufacturing without its consent. The monopoly of these lands Mr. Schwab estimated to be worth billions to the trust. The value he put on these lands was $60,000 an acre.

Now, if the workers were to insist that the authorities assess these lands, which the trust still owns, at the price put upon them by Mr. Schwab or at the increased value which they must be worth to the trust today, they could force Mr. Gary to sit up and take notice. Not even the steel trust could afford to hold these lands, if taxed at such a figure, without putting them all to their most productive use, and that would require so much labor that the laborers would soon become masters of the situation.

UNIONISM "THE" REMEDY.

That well edited publication, the Survey, of New York, calls attention to the status of the farm laborers in England.

The case of the farm laborer has been one of the most tragic in the history of Great Britain. For a hundred years after the Enclosure acts of the Eighteenth Century, English farm laborers had no opportunity to earn a living wage. The social status of the agricultural workers seems definitely to have sunk and then when the country folk were hungriest and most hopeless, the game laws were applied with terrible stringency. Men were deported, as the Hammonds, of the London School of Economics, have shown, for killing a rabbit or fowl to meet the needs of a literally starving family. For years agricultural laborers were paid as little as six shillings a week.

The war, however, caused a great change for them. A trade union was re-established, but more important still, an agricultural wage board was set up by the Government. The last wage rate fixed for England and Ireland offered an interesting contrast to the old times. For ordinary laborers the new rates ranged from 46 to 52 shillings a week. The hours of labor remained unchanged at 50 hours a week in summer and 48 hours in winter, except in Cheshire, where they are 54 hours all the year round. Overtime rates are from 1 shilling and 2 pence to 1 shilling and 3½ pence an hour on week days and from 1 shilling and 5 pence to 1 shilling and 6½ pence an hour on Sundays.

The strike, so far from proving a backward state of civilization, is indeed the final test of a people's progress toward true liberty. The extent of a nation's advancement may be judged exactly by the extent to which its people are guaranteed the right to strike and to which that right is exercised.

TEACHING SEAMANSHIP

A great deal of favorable comment has appeared in the daily press of San Francisco upon the decision of the Sailors' Union of the Pacific to establish a school for seamanship.

Alan McEwen, one of the "stars" on the San Francisco Call, features the story in this fashion:

"American sailors for American ships" is the slogan of the Sailors' Union of the Pacific, one of the Pacific District organizations of the International Seamen's Union of America.

To help carry this objective into effect the union, it was announced, is going to establish at its own expense a school of seamanship in San Francisco. Its purpose will be to train men in all of the arts of the sea that may be taught on land and that come under the general head of "marlinspike seamanship."

It is the desire of the union to maintain a high standard of craftsmanship and to compensate for the dilution of the merchant marine personnel during the war with untrained seamen.

In announcing the training school plan of the union, Secretary Edward Rosenberg said:

"Before the war it was not necessary to train young Americans as apprentice seamen. There was always a continuous supply of able seamen from European countries. The war brought this to a stop. The La Follette Seamen's Act also had its effect. The moment seamen were set free by the adoption of the Seamen's Act, wages for sailors on European as well as American vessels were raised. The law made it possible for seamen coming to American ports on foreign ships to quit and sign up on American vessels with American wages. This made it necessary for foreign shipowners to raise wages and has tended to keep sailors on vessels of their own nationality.

"If we are to have a real American merchant marine it must be manned by Americans. No nation has ever been great on the sea unless its own people were proficient in seamanship. During the war many young Americans took to the sea, but the training provided was not sufficient. It is to make up for this lack of training that the sailors' union is going to establish its school. Training is to be provided only for members of the union, however."

The school is to be opened as soon as a suitable building is located. The instructors will be selected from among the older members of the union.

A DISAPPEARING RACE

Side by side with the record-breaking fecundity of the Japanese in California there is another picture—portraying the rapid decrease in the original native population of the Golden State.

The Indian Board of Co-operation, in a recently published pamphlet, gives some startling facts regarding the Indians in California.

Seventy years ago there were 210,000 Indians in the State. Today there are 20,000.

About 5000 are living on reservations. About 11,000 are living in severalty holdings, called rancherias. About 4000 are declared to be "absolute floaters, practically paupers, with no title to an acre."

There are about 4000 Indian children. About 2500 are not provided for educationally, either by government or State schools.

What a tragic tale! The rapid decline and virtual disappearance of a race—right in the land of their fathers!

As a tree is strengthened by pruning, so the labor movement may be improved by cutting out those elements that properly belong in some other movement.

The union label enlists and arms in labor's cause those elements which determine the issue of every cause in civilized society—namely, the women and children.

FIVE WEEKS IN SOVIET RUSSIA

President Schlesinger of the International Ladies Garment Workers' Union Relates Personal Experiences.

Before I left New York to attend the Congress of the International Clothing Workers' Federation at Copenhagen, the Executive Board of my International Union requested me to visit Soviet Russia, if possible. The big progressive membership of our International Union was always very eager to obtain first-hand information about the Socialist Republic of Russia; not from newspaper correspondents or relief workers, but from one of their own fellow trade-unionists.

I am glad to say that I was successful in carrying out their wishes. I spent almost five weeks in Soviet Russia and made use of every hour of my stay there. I was in Moscow, Petrograd, Minsk, making close observations of whatever came within my range of vision. I had long talks with Lenine, Tomsky (the president of the Russian Trade Union Federation), and with many others occupying important and responsible posts in the present Russian Government. I visited garment shops, and I took particular interest in their management and methods of production—a subject which to me, a representative of a garment makers' organization, was of special importance. I visited small meetings, mass meetings, listened to speeches and paid attention to the reception of the speeches by the audiences. I visited the offices of the most important Government departments and paid close attention to the administrative machinery which the Bolshevist regime is using for the running of the country.

I spent a good deal of time with Messrs. Boris Reinstein, Max Goldfarb, S. Epstein, S. Ogursky, Dr. Mislig, John Reed, Louis Fraina and many others whom I have known in New York. I even encountered there some former members of our Waistmakers' Union in New York, girls who left America when the Revolution broke out in Russia in 1917. Some of them, I learned, were deported from America together with Emma Goldman and Alexander Berkman, and I listened with interest to all they had to tell me about Russia and themselves since they left America. I met the members of the "Central Commissariate for Jewish Affairs," and attended one of their executive meetings at which the subject of relief by the Joint Distribution Committee of New York for the Ukrainian Jews ruined in recent pogroms was discussed. I visited the great Moscow Synagogue and had the opportunity to listen to the opinions of old conservative Jews about the Bolsheviki. I spoke to Zionists, Labor Zionists, Jewish writers, artists, former merchants and heard their opinions about the new regime.

While in Moscow and Petrograd I made it my business to pay close attention to the appearance of the people on the streets, their faces, their clothes and the inside of their homes. I am satisfied that my stay in Russia gave me a clear conception of what is transpiring today under the Soviet regime, how the great masses of the people fare under the new conditions, and particularly how the Jewish masses live in Russia today. I will attempt to give my impressions to the reader in as brief a manner as possible.

For the people who are accustomed to eat three square meals a day, to put on a new suit of clothes every year, or at least once in two years, and to live in coal-heated or steam-heated rooms, Soviet Russia is no place at present. No matter how hard they try, they cannot get more than a slice of black bread, a small piece of cheese or a few sardines and a glass of tea or two for breakfast; a piece of black bread, a plate of vegetable soup, some lentil pudding, half an apple and a glass of tea or two for dinner; and, again, a piece of black bread and some cheese and a glass of tea for supper. This ration is, of course, allowed only to those who are actually engaged in working, unless one is under 16 or above 50 years.

Such persons who are used to the ordinary comforts of life should not make a journey to Soviet Russia today. Before they will have been there two days life will appear to them so miserable that they will spend the rest of their time in heaping curses upon the Bolsheviki and the day they themselves were born. Even money will not help them to obtain more or better food or a more comfortable room fit to withstand the rigors of winter or clothes deserving of that name.

At least they could not obtain these things in a legitimate way. And I would sincerely advise nobody to attempt to get these things in an illegal way; that is, to buy these from "speculators" (clandestine traders). To purchase anything from these "speculators" is a crime for which the Extraordinary Commission (Tchrezvychaika) punishes very heavily both the "speculators" and those who trade with them.

The reason why the Bolsheviki do not permit anyone to obtain better and more food is not because they are such horrible men, as some newspaper correspondents would picture them to be, but because Russia, in its present condition, with the blockade on one side and a war on the other, is not in a position to give its population more than a minimum of sub-

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Dec. 6, 1920.

Regular weekly meeting came to order at 7 p. m. J. V. Thompson presiding. Secretary reported shipping slack; members ashore plentiful. The full Shipwreck Benefit was awarded to the members of the crew of the S. S. "Joan of Arc." Donated $100 to the Ferryboatmen's Union of California. Balloting for officers for the ensuing year was proceeded with. The Seafarers' Council of the Pacific Coast was reported to be in a state of proper functional activity.

The Committee elected to devise ways and means on the proposed training school for marlin-spike seamanship reported that a suitable quarters had been located at number 9 Mission Street, Room 4, and that the school will be open for business on morning of Wednesday, the 8th of December. Johan B. Johansen was recommended by the Committee, and appointed by the meeting, to perform the duties of an instructor at the above school. Members were cordially invited to attend and perfect their technical training under the Union's auspices.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

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2016 North 30th Street. Phone Main 808.

Seattle Agency, Dec. 6, 1920.
Shipping dull.
P. B. GILL. Agent.
84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Dec. 6, 1920.
Shipping medium; prospects uncertain.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Dec. 6, 1920.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Dec. 6, 1920.
Shipping medium.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Nov. 29, 1920.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Nov. 29, 1920.

The regular weekly meeting was called to order at 7 p. m. Eugene Burke in the chair. Secretary reported shipping slack. Balloting on officers for the ensuing term was proceeded with. The following were declared elected delegates to the International Seamen's Union Convention to be held in Philadelphia on January 10, 1921: Eugene Steidle and T. J. McGlinchey.

EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Nov. 18, 1920.
Shipping slow, prospects uncertain. Balloted on officers for the ensuing term and delegates to the I. S. U. of A. Convention.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock. Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro, Nov. 18, 1920.
Shipping medium, few members ashore. Balloted on officers for the ensuing term and delegates to the I. S. U. of A. Convention.
JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

THE COAST INSTRUCTOR'S REPORT

As was reported in the SEAMEN'S JOURNAL of September 15, Treasurer G. H. Brown of the Eastern and Gulf Sailors' Association was chosen and directed by the regular meeting of that body on August 30, to make a tour of all branches along the coast explaining and expounding to the membership in general the economic and industrial situation of the merchant marine as it exists to-day.

Before beginning his tour of instruction and inspection it was necessary for Comrade Brown to go to Boston and formally take over the duties of the treasurer's office from his predecessor, and superintend the official transfer and redeposit of a portion of the Association's funds from Boston to New York banking institutions.

This business trip likewise afforded an opportunity to Comrade Brown to open his lecturing tour at ports East of New York, and meetings were addressed at Boston and Providence while on the way; thereby killing two birds with one stone, as the saying is. In a recent number of the JOURNAL was printed a tentative report from Mr. Brown relating chiefly to the organization of Port Tampa, Florida.

Comrade Brown began his Southern tour October 6, visiting all branch ports South as far as Pensacola, Fla., and Port Arthur, Texas, returning to New York Nov. 13. Comrade Brown has now submitted a final report to the regular meeting on Nov. 15, 1920. This is a most interesting and gratifying report for many reasons:

To begin with, it is the first report of its kind ever presented to a meeting on this coast, and therefore represents progress and reflection, as well as economic enterprise on the part of the Union.

A mere massing of men without instruction, training or orderly assembly creates a mob; properly aligned, drilled, trained and instructed the same heterogeneous mob becomes an organized and formidable army corps.

The same rule holds good in labor organizations. The growth of the Seamen's Unions on the Atlantic seaboard within the last seven years have been both phenomenal and astonishing, and now reaches a mighty aggregate. But in the same period a complete change and material reconstruction has likewise occurred in the merchant marine. Care should, therefore, be exercised lest we become the victims of over conceit. Enthused by the power of visible numbers, men are apt to disregard the weakness of incoherent massing. Great numbers in themselves, unless properly trained and directed, often encompass their own destruction with no enemy in sight. To quote Dr. Franklin's solemn admonition to his fellow rebels when the Declaration of Independence had been signed: "Now, gentlemen, we must all hang together or we'll all hang separately!"

The main purpose of Comrade Brown's tour, and the hope of his labor has been to direct and concentrate the aggregate ideas and tendencies of our membership along the prevailing lines of industrial conditions and economic truth.

It is obviously impossible for seamen constantly going and coming in the course of successive voyages which constitute the source of their occupation and livelihood, to keep themselves posted and informed as to the complex and ever changing conditions gradually occurring at all times in the business or commercial world.

How to secure and maintain our rightful share in maritime industry, and then keep pace with economic progress, is the one big idea of the Seamen's Unions, and the gospel preached by Comrade Brown.

Upon the individual and collective grasp and appreciation of that gospel, and its intelligent application by our membership to current affairs the perpetuation and success of our movement will ever depend.

The immense number of new membership, the large and constantly increasing probationary membership, the constant accession of young and inexperienced seamen, and foreign-born members to the ranks of the Sea-Service and the Seamen's Unions, and the kaleidoscopic changes constantly taking place in industrial and commercial relations the world over, all combine to render instructive speaking tours such as that just concluded by Mr. Brown highly necessary and essential to the continued growth and solidarity of the Seamen's Unions. It is therefore desirable that such courses of personal instruction and encouragement as that just closed by Mr. Brown, may be continued and repeated at suitable intervals as long as the necessity exists.

It is only by bringing the incoherent factors of the Seamen's Unions together in orderly and intelligent council, and coordination of purpose, that their aggregate power can be made effective, and command public and corporate attention and enduring respect.

J. H. W.

CAUSE AND EFFECT.

Adverse criticism and inverse reasoning now characterize the editorial attitude of the Plute Press toward Labor.

The New York Herald, basking in the Sun of Organized Capital continues to hurl its envenomed editorial javelins at the uncrowned head and valiant heart of Organized Labor.

The actual target is, of course, the closed shop.

In column after column of lengthy, statistical editorials, the Herald is persistently trying to convince Labor that high wages and American inefficiency are the underlying causes of the prevailing business stagnation, and that the only way to secure a permanent living in this country is to forsake the A. F. of L. and reduce wage scales and living standards to European and Asiatic levels.

"If our labor cost of anything," says the Herald, "whether it is steel or shoes, textiles or toys, is higher than Germany's or England's, or Holland's, or Japan's, or anybody's, either we must haul down our excessive labor cost or surrender our export business."

Yes?

And might we not at the same time haul down the corporation dividends, double dealing devices and financial excesses, corporation editor's salaries, advertising, press agents' and propagandists' charges, to European and Asiatic levels, and so effect a fairer and more equable adjustment of the prevailing increment between the mass that creates wealth and the cliques that don't?

If we reduce wage standards to foreign levels what guaranty have we that foreign competitors will not reduce them still lower?

That foreigners can beat us in the game of reduction decending has always been obvious, but that they cannot compete with us in the ascending scale is equally true.

The advancing scale of American wages and the efficiency of American enterprise has increased our population by a hundred millions in a hundred years. Why is it the population of Australia, Argentina, Canada or any other new country has not increased in proportionate ratio in the same period? Simply because people too poor to trade with themselves, lack the enterprise to develop their own natural resources sufficiently to attract immigration. Those who work for nothing can buy nothing and will have nothing to sell or exchange.

The Herald further insists that unless Labor gives Business a chance, Business must shut up shop. Which means, we presume, that Business would declare a closed shop and leave Labor to starve. Business must therefore believe in its own right to enforce closed shop conditions against labor and the public both.

In a fallacious attempt to sum up the inefficiency case for big business, the Herald cites the claim of "a publication put out by the Associated Employers of Indiana, . . . covering the work and the pay of bricklayers which goes right to the heart of the trouble."

Ahem!

The "heart of the trouble" seems to be, that, according to the veracious publication referred to, the wages of bricklayers, somewhere in Indiana, increased one and a quarter times since 1909, and, for lack of industrial efficiency the cost of bricklaying in the same locality has increased more than four and a half times in the same period.

Of course the increased cost of living or change of hands is not considered in the tabulated statistics reprinted in the Herald, it never is in such cases, neither are the gougings of profiteer building sharks, or any other factors except lazy labor. But the report of I. David Cohen, an investigator for the New York Globe, published the same date as the Herald editorial just quoted, may throw an illuminating sidelight on the question of inefficiency in American industry.

"During the War," said one large employer interviewed by Mr. Cohen, "we

took on any one who applied—it mattered not what education he had nor what he could do or not do, so long as he could turn a wheel or push a barrow. To-day there is no dearth of applicants. We list all who want to work here, and rate them according to their education, training and ability."

Here is the substance of the inefficiency problem compressed in a single sentence. The requirements of war depleted the country of its skilled labor or diverted it to other channels. Unskilled, and ineffective labor of all kinds had to be impressed to take its place.

Abnormal conditions and unprecedented graft created unheard of and artificially exalted prices. Such prices had to be met by increasing wages to an enabling point equal to daily subsistance. The tyros could not lay as many bricks per day or lay them as well as the skilled veterans, but the employers have persisted in retaining them as a slap at Organized Labor.

In varying ratios the same conditions obtain in all industries, but that is no reason for America to go scabbing on China, or Japan, or India. The best way to revive industry and increase production is to encourage skill and enterprise among the workers.

A mechanical inspector testifying in the Shipping Board fraud investigation a few days ago, said: "It took me five years to learn to be a master riveter; now they turn 'em out in three weeks!"

And they are turning out sailors, and saddlers, bricklayers and bunkomen of all sorts at the same rate and then chattering about efficiency.

The laborer who works for an honest living is entitled to a decent living, and is going to have it. If there is to be any reduction begin at the top where there is the most to spare. Prune the deadwood from the branches and spare the vigorous roots, and the Tree of Industry will thrive and flourish and "bring forth fruit in his season." J. H. W.

LABOR UNIONS OR WHAT?

The U. S. Chamber of Commerce with its various State, city and local branches has declared war on organized labor by issuing a decree intended to destroy the union shop.

Entrenched at present in temporary quarters in Washington, D. C., they are spending some two or three millions of dollars in the erection of a permanent home there and it will be from our National seat of Government that the coming war will be directed. The Wall Street Journal in a recent editorial said: "No law can prevent strikes. But law firmly enforced can prevent unions," so the selection of Washington, D. C., as their citadel no doubt has a motive behind it.

While we recognize the harm this organization is capable of doing Labor, organized and unorganized, in their attempt to consummate their unholy desires, we are in no way presuming that success will crown their efforts. However, let us visualize for a moment what might happen should such a reactionary step be taken by Capital.

First, let it be understood by this Autocracy of Greed that the Labor Movement as we know it was born of necessity and has been nourished on injustice and tyranny. We have been starved, beaten, shot and jailed by the same forces that now demand our annihilation and we have thrived on the diet. We have suffered and marched on smiling but we have not forgotten a single abuse heaped upon us. Our treasuries have been depleted and our individual membership dented but our spirit has ever remained above par. The inherent justice of collective bargaining is too plain a principle of right to succumb to any attempt on the part of self-appointed Czars and Kaisers who may hope to strangle it.

Organized labor, after all, is the ruler of our destinies. Shall that ruler be swayed by emotion or shall it be controlled by calm judgment? Shall it blindly follow passion's dictates or shall it with seeing eyes and measured tread follow a course mapped out by careful judgment?

The spirit and the voice of Labor is now expressed through the orderly, constructive channels of the A. F. of L. Destroy the A. F. of L. by destroying the union shop and you have destroyed the safety-valve on the seething caldron of men's hopes, aims and ambitions.

Europe, especially Italy, should afford a picture well worth the scrutiny of Organized Capital and we trust enough sanity remains among our captains of industry to counsel against a plan that if carried out as announced means, Labor Unions or What? with Hades to pay in the attempted transition.—Cigarmakers' Journal.

IS TOBACCO NEXT?

Self-appointed "Saviors" (usually under the leadership and guidance of well paid professional reformers) are persistent in their attempts to separate mankind from its recognized solace, tobacco.

Any movement of this kind is for the most part only an opportunity for restive men and women who have too much unoccupied time on their hands to indulge in some imaginary uplift work.

It is passing strange that we find many of those who during the war were actively engaged in backing "tobacco for the boys over there" funds now bewailing the injury tobacco is doing the human race. Just what reason they have for declaring a thing that was recognized as a benefit in war time now a menace is beyond the analysis of the average mind, but they are doing it.

If these people are really sincere in their desire to "Reform" why do they not exercise their energies toward accomplishing something that will really benefit mankind?

There are surely more fertile fields to till, if they are out for the purpose of doing good, than to spend their days and nights in decrying the use of tobacco which has never broken a home or cracked an ambition.

We opine that the same energy directed toward an effort to improve the housing situation of our workers, the child labor laws, sanitary workshops or a thousand and one other recognized defects of our present-day civilization would in its general effect for the common good be worth far more than the banishment of tobacco from the face of the earth.—Cigarmakers' Journal.

LIVING COST HITS SEA GULLS.

The almost total disappearance from local rivers of the sea gulls, which a few months ago in countless numbers circled around the ships and ferry-boats, brings to light a new angle of the high cost of living in Manhattan.

On high authority comes the word that the H. C. L. has driven them away. New Yorkers are so ecnomical at present that the sea gulls cannot find enough to live on hereabouts.

"Where have they gone?" replied an ornithologist to an inquiry. "There is no mystery about it. They have gone where they find it easier to live. Those beautiful birds which we used to see on the Hudson and around the bay are now doubtless living at considerable distance out at sea."

He explained that the sea gull lives principally on food stuff retrieved from the water.

"When New Yorkers were forced to guard the market basket so rigorously and eliminate waste in every way, the sea gulls found their food supply curtailed to the vanishing point. They accordingly went where they could get it. You will find them to-day in the track of the coastwise steamships or farther out at sea, in the lanes of the Atlantic liners, where there is not so much economy in the ship's galley."—New York Sun.

THE USE OF WATER POWER.

The recent convention in Washington of the Water Power League of America emphasized a number of thoughts which have already taken a firm place in the minds of men who read and think on what they read. Transforming water power into commercial energy goes on, perhaps not so fast as water power prophets and enthusiasts would like, yet with great strides. Greater strides are in near prospect. As black coal resources are impaired white coal resources will be drawn on. Greatest and earliest progress will be made in the development of water power into electric energy in those parts of the country where it can be applied to machinery cheaper than steam energy. The future of water power is secure. Every river above the fall line and every river and creek at the fall line has the power of driving wheels and shafting. Rivers in their tidal parts have this power, and as the demand arises for its employment, that demand will be met. Perhaps the tides of the sea, the ocean currents that sweep up the Atlantic and down the Pacific coasts and the waves that beat on the shore of the continent may be called on to drive machinery to produce the things that men need and want.—Washington Star.

There is no "easy way" in labor's struggle for better conditions. Freedom's rights come only as a result of organized effort directed through a centralized plan of procedure. Theories and short cuts while appealing in form have proven barren of results. Our full force and strength must be thrown behind our present organization. Improvement is always possible and he who helps to improve serves the workers, while he who decries and destroys helps the employer.

OUR WASHINGTON LETTER.

(By Laurence Todd)

Senator Harding's paper, the Marion Star, has published an editorial since election day, demanding the passage by Congress of a sedition bill "with teeth." The Poindexter bill seems to be particularly favored by the newspaper owned by the President-elect of the United States. If such a bill became law, and were enforced, the freedom of American wage workers to organize and strike, or even to hold meetings or print newspapers or leaflets discussing the need for strikes, would be put in continual peril, if not immediately destroyed.

Around the capitol, as the members of the Senate and House drift back from home to begin the winter's work, one hears continual discussion of the question —Is labor going to behave when "business" cuts wages? Are we in for a period of social unrest, and what will come of it, when "business" gives organized labor the knockout blow?

Andrew Furuseth, president of the International Seamen's Union of America, and Paul M. Warburg, partner in the Wall Street banking firm of Kuhn, Loeb & Co., have recently offered suggestions, in press interviews, which indicate that they do not believe that "business will celebrate a victory over the labor movement." Both men have been in Europe in 1920, and have studied the new position of both capital and labor there. They agree that it is the workers who are today the constructive force in Europe and the one element who may possibly save European civilization from collapse. They find the old order in Europe dying, and the Europe of organized labor taking control.

Furuseth says that sedition legislation and attempts by the old ruling power to suppress free speech, free press, the right of free assembly and organization and the right of political asylum, are as evident in all parts of Europe as in America. He finds the working class as determined to remain free and extend its own economic and political power, there as here. While American labor is called conservative, and the organized labor movement in many parts of Europe is aggressively radical, the measures employed against organized labor on both sides of the Atlantic are much the same, because the object sought by the men who rule the world through money are the same. Money power has displaced the power of hereditary monarchs and nobles as the actual ruler in civilized nations. Now the wage-workers' movement threatens to replace the power of money by the power of industrial democracy. Naturally, the money power fights back. It wants to survive. All earlier forms of human authority have grown, flourished and died. The money power is now past its prime—due to its failure in the Great War—and it refuses to step aside. It is trying to destroy the very ladder by which it ascended to authority—the ladder of civil liberties. It replaced the hereditary monarchs and nobles by the use of free speech, free press, free assembly and the right of political asylum.

In Furuseth's opinion, Russia has made forever impossible the suppression of the working class movement. He does not believe that the Russian Soviet system will be adopted as the method of applying the power which the workers will win for themselves throughout the world, but he thinks that as a result of Russia's example the workers of Italy, Germany, France and other countries will go steadily forward to the trying out of their own plans. It is because the money power knows their determination and their program, which does away with the money power, that the desperate game of suppressing civil liberties is played by money-power politicians around the world.

Paul Warburg, banker and student, comes back from Germany with an equally clear notion that there is to be no truce by organized labor in Europe with organized money power.

"Capitalistic society," he says in a New York Times interview, "as represented by the various governments, has not been able to shake off its extremists as rapidly and energetically as has conservative labor. It is largely because of this and because these governments are too slow in retracing certain steps that labor has lost confidence in their efficiency and moral strength. Labor, therefore, defies their authority by taking recourse to so-called 'direct action.' . . . No government can rest its success and authority upon the mere exploitation of wrongs done by its opponents. If it wishes to survive, it is most essential that it clear its own skirts from mistaken acts or policies. At present the Bolsheviki and radical labor find their strongest support in the mistaken deeds, past and present, of governments directed or controlled by the will or fear of the bitter-enders and militarists."

Warburg said that the "present process of disintegration" of Europe must be arrested by constructive statesmanship or Europe will follow Babylon and Egypt and Athens and Rome into the gallery of past civilizations. He found that the new German republic had made a start at reconstruction by enacting a law requiring that industrial councils be created in every shop, every industry, every district, leading up to a national economic council, which acts as an advisory body to the national parliament. Professional as well as industrial workers are covered by this organization, which in time may become the real legislative body where questions involving the economic life of the nation are involved.

President Millerand of France, Warburg believes, is planning similar steps in the hope of saving something from the present desperate condition of French industrial affairs. The British Trade Union Congress has gone far toward educating the British nation in the work it must do to prevent a collapse of British industry and finance. In all of these countries, Warburg found that organized labor, through its leaders, was showing the way, while the business spokesmen were without a plan or the hope of agreement.

In view of this testimony, there is something humorous in the eager press statements of the anti-labor politicians and employers in the United States, and notably the statement of Senator Cummins, that anti strike legislation will have the support of the workers themselves.

Along the line of constructive information is a study which the International Labor Office at Geneva has begun. This is an inquiry into industrial production in all parts of the world, in its relations to conditions of labor, and the cost of living. In order to get the facts promptly, governmental statistics will be taken wherever these seem to be reliable. Main points to be covered are coal and raw materials, transport conditions, supplies of machinery and tools, exchange, credits, factors connected with labor, and psychological and moral factors.

One of the four chief demands of the Amsterdam international — the International Federation of Trade Unions—is that, along with socialization of the industries there shall be a fair distribution of the raw materials which the world offers to industry. Russia has been able to survive against a world of enemies because she used her raw materials, her coal, her transport and all the rest of her industrial resources as the property of the nation. There has been no waste by the cost-plus and graft route, no billions stolen by thieving contractors, no giving away of other billions of public property during her revolutionary war to political leaders as the price of their political activity. Hence Russia's people are less starved than the Austrians, Poles or Hungarians. Russian children are healthy, instead of dwarfed and diseased by starvation. The resources of the country have been used to save the Russians and Russia. Now the British and French governments are getting ready to open trade with the one big European nation that has had sense enough to conserve and develop its resources. Central Europe is largely bankrupt and living on alms.

News of the raids of the British government forces upon trade union headquarters in Dublin caused no surprise here. From the time of Jim Larkin's leadership of the great Dublin transport workers' strike, the heart of the Irish independence movement has been the struggle of the Irish wage-workers for a decent standard of living. British rule of Ireland has been maintained by the impoverishment of the Irish. That has meant the constant hammering down of the Irish working class into industrial subjection and economic misery. Nowhere in the world can be found more terribly criminal conditions of tenement housing than in Dublin. The British military government, now terrorizing and burning and killing throughout the island, is only displaying ordinary intelligence when it seizes the meeting places of the Irish trade unionists.

In this connection the State Department will be forced to show its hand once more, since the American Commission on Conditions in Ireland has asked for passports for five delegates who are to proceed to Ireland and England to take testimony on the atrocities committed in the Irish war. James H. Maurer, president of the Pennsylvania State Federation of Labor, and Dean Robert Morss Lovett of Chicago University, are two of the delegation. There is a very close sympathy between our State Department and the British government, and it is probable that the British government has suggested that the passports be refused. If the re-

fusal is decided upon, the American people will be given a new light on the outcome of the American Revolution.

It may have been while thinking of some of these evidences of the relative authority of governments in London and elsewhere that the editor of the Machinists' Journal recently printed the American Declaration of Independence, in full, in his news columns. He thought it time that the membership refresh their memory of the seditious character of that document.

FIVE WEEKS IN SOVIET RUSSIA

(Continued from Page 7)

sistence—a minimum which is barely sufficient to ward off famine and cold.

For such, however, who are accustomed to go hungry occasionally (and when I say "go hungry" I mean it in the literal sense of the word, and not as a bit of rhetoric); for such who have always worn rags instead of stockings, and footwear made out of tree bark, and in whose huts Jack Frost always occupied a prominent place; in other words, for the unskilled laborers and peasants of Russia, who never had enough to eat, to say nothing of the comforts of life to which the workmen and the farmers of America are accustomed to a certain extent, to these Russia, even of today, is a paradise. No matter how little these have now, they still have more than what they had under the Czar. No matter how poorly they live today, they still live better than under the regime of the knout. In addition to that, while under the old regime they were kept in ignorance and were never given to understand that they can hope and aspire for something better, they are now being educated constantly to the fact that the reason for the present bitter conditions in Russia is because the country is engaged in carrying out a social revolution while the entire world is combating them. They are told that not only the capitalists of the entire world, but even the workers in other countries are opposing them. They are being informed that their tribulations will not last long, and assurances to that are given them by quotations from Karl Marx and other great men, the names of whom they never heard heretofore. They must win before the general situation in the country can improve. And they fervently believe that as soon as the general state of affairs in the land will improve, their lot will improve too, until the promises of their leaders, the Bolsheviki, will have become realized in full and they will get their full measure of returns from the wealth of Mother Earth and the endeavor of human labor.

And that is precisely the cause why the workers and the peasants of Russia, particularly those who were even more impoverished than what they are at present, are so inspired with the ideas of Bolshevism and so enthusiastic for its leaders. That is the reason why they join voluntarily in tens of thousands the ranks of the Red Army. That is precisely the reason why it was possible for them to destroy the armies of Denikin and Kolchak and to score great victories from time to time over the Polish Army, a better clad and fed army and much better armed than theirs. Today, Wrangel's army is meeting the same fate as the armies of Denikin and Kolchak, and there is little doubt that Soviet Russia will be able to make short shrift of any other counter revolutionary army that might arise in Southern Russia, or anywhere else.

I shall never forget my trip from Smolensk to Minsk. Our car was hitched to a train which led 72 other cars packed with Red Army soldiers. They were being conductd to the Minsk front, where fighting with the Poles was going on. The soldiers looked miserable in their dirty, ragged uniforms and shirts, and many of them were completely shoeless. Nevertheless, they appeared a happy-looking lot. And how inspiringly they sang—not the songs of the old Russian Army, but the "Internationale" and other revolutionary songs that I have heard so frequently before. Only those who fight for a great cause and who feel that in their hands lies the success or the failure of this fight can make merry and sing at a time when their stomachs are empty and their bodies filthy and rarely covered.

The train was moving along very slowly, about 10 or 12 versts an hour. The locomotive was old and dilapidated, and no sooner would it begin to go than it would commence snorting and creaking with age until we would get to the nearest station for a long-needed rest. In America, or in any other land, such a dragged-out journey would have made me impatient and nervous. There in Soviet Russia I enjoyed this ride immensely. The slower the train moved the more distinctly I could hear the songs that rose from the freight cars, and the creaking of the locomotive sounded like a bass accompaniment to the strong tenor voices from the Red Army men.

The weather was beautiful and mild, and as the train would stop at every station for 15 or 20 minutes, I would go down to observe the train depots and the great crowds always on the platform. All the waiting rooms, I noticed, were decorated inside and outside with red flags and the pictures of Karl Marx, Lenine and Trotsky. At each railroad station there are reading rooms, where persons of all ages sit at long tables and read newspapers. In bygone days, so I was told, this space was occupied by buffets, where vodka and other intoxicants were sold. At the present time the room makes the appearance of a neat little library in which quiet and sobriety prevail.

I never regretted so much my scant knowledge of Russian as on that trip from Smolensk to Minsk. I was eager to speak with some of these soldiers and hear from their own tongues what they have to say about the present conditions in Russia, to find out from them personally as to whether they know that their fight is not an ordinary one, and to learn how far they are ready to sacrifice themselves for the principles of Marx, Lenine, Trotsky and the others, whose names they worship. With one of them, who appeared to be a German, as I heard him speak a few words in German, I attempted to start a conversation. I soon learned, however, that I made a mistake. His German vocabulary consisted of six German words which he had learned during three months of captivity in an Austrian camp. He immediately began talking Russian to me, and from his lengthy reply I understood only one word, and that is "tovarisch" (comrade).

"Tovarisch, tovarisch!" Wherever two or more congregate, you hear constantly that word. Whether you address Lenine or you speak to a plain mouzhik, whether in reply to a question or in asking a question, one begins and ends talking with "tovarisch." In the Red Army one addresses the other with the same word: it is "tovarisch soldat," "tovarisch colonel," "tovarisch officer," etc., etc. As far as I could observe, this word is used not only as a matter of courtesy, such as the word "mister" in America, but because in Soviet Russia they faithfully believe that all men are comrades and should address each other that way. During all the four days that I spent on that journey with the soldiers, I only once heard a soldier swear at a comrade of his, and even that began with "tovarisch."

At every station I found Jewish families, refugees from the little towns of White Russia occupied by the Poles. The poverty and the destitution of these wanderers is beyond description. The nearer our train approached Minsk, the more of these unfortunates I noticed along the tracks, most of them going by foot for dozens of miles from their former homes to the stations.

Where are they going? Whither are they running? They do not know themselves. Anywhere, to escape from the Poles. They would be happy if they would be admitted into Soviet Russia. Unfortunately, Soviet Russia is in such a condition today that it cannot feed its own population, and these unforunate wanderers are compelled to seek refuge under the open skies at the stations in wait for the Red Army to recapture from the Poles their little settlements so that they might return home in safety.

These wanderers are convinced that the Red Army will conquer the Poles. They would have to lose their faith in God if the outcome were different. But who knows how long that may take? Winter is coming and they are half-famished and scantily dressed.

(To be continued.)

ELECTRICITY IN NAVIGATION

While the French Minister of Marine was on his way to Camaret-sur-Mer (Brittany) he witnessed experiments on board the gunboat "Belliquese" in the use of an apparatus for navigating the ship in foggy weather by means of submerged cables. The inventors, Captain Andouard and Captain Floch, were warmly congratulated by the Minister. The plan necessitates the laying of a strongly electrified cable along the ocean bed, the position to be charted and known to the master of every vessel crossing the Atlantic. A finely adjusted instrument, to be located in the hold of the ship, picks up the vibrations emanating from this cable, even should the vessel go several miles out of its course in stormy weather, and by rapidly consulting his chart the navigator will be able to find himself in a few hours directly above the guiding cable.

One-half of the world's supply of white paper is used in this country.

International Seamen's Union of America

(Continued from Page 5)

EASTERN MARINE WORKERS' ASSOCIATION
D. J. GEDDES, President
NEW HAVEN, Conn ..... 13½ Collis Street

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MILWAUKEE, Wis.....162 Reed Street
ASHTABULA HARBOR, O.....74 Bridge Street
SOUTH CHICAGO, Ill.....3308 E. 92nd Street
CONNEAUT HARBOR, O.....992 Day Street
TOLEDO, O.....618 Front Street
NORTH TONAWANDA, N. Y.....122½ Main Street

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ABERDEEN, Wash.....P. O. Box 280
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Headquarters:
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SEATTLE, Wash.....84 Seneca St., P. O. Box 43
ASTORIA, Ore.....P. O. Box 138

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PETERSBURG .....Alaska
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ASTORIA, Ore.....P. O. Box 138

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C. W. DEAL, Secretary
SAN FRANCISCO, Cal.....166 Steuart Street
Phone Sutter 2205
STOCTKON, Cal.....Labor Temple

BRITISH COLUMBIA STEWARDS' UNION
FRED WALSH, Secretary
VANCOUVER, B. C.....311 Hastings Street, West
Room 2. Phone Seymour 3976

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Labor News

The Fleischmann Malting Company at Louisville, Ky., has signed a union shop agreement with the Brewery Workers' Union. Wages are increased $5 a week.

The Trenton (New Jersey) Raincoat Company has locked out its employes because they refuse to accept piecework. The management also refuses to sign an agreement with the union, affiliated with the International Ladies' Garment Workers' Union.

Nine members of Machinists' Union No. 351 of Hoboken, N. J., are serving three months in jail for violating a labor injunction issued at the request of the Bijor Motor Company. The union is fighting the jailing of these workers, who insisted on their right to tell of conditions at the motor plant.

Organized workers in Tennessee are jubilant over the defeat of Governor Roberts by Colonel Alf A. Taylor, Republican. Governor Roberts has been running amuck on a hysterical campaign of "law and order" and union baiting. The workers lined up 100 per cent. against him through non-partisan committees and accomplished what many people declared to be "impossible."

The Federal Board for Vocational Education Press Bureau states that most of the ex-service men's opportunities for training on the job have been made possible by labor unions waiving their apprentice regulations that these world war veterans may have special privileges. "Train a man into employment" is the slogan of the Federal Board. In other words, train a man till he is so efficient that he naturally steps into a paying job.

The Great Southern Lumber Company, which operates the largest mill in the world at Bogalusa, near New Orleans, has laid off large numbers of workers and cut wages 7 cents an hour. The old scale was 40 cents and the new rate is 33 cents for a ten-hour day. The Great Southern Lumber Company recently locked out several hundred employes who were organizing at the time. Company thugs fired on the headquarters of the union and killed several workers.

The Labor Bulletin of Kansas City asks Governor Allen what he intends doing in the case of farmers who are holding their wheat because of prices that they declare are below production costs. It is stated that at Salina and other points in Kansas wheat growers are picketing elevators and mills, "and refuse to allow any 'scab' grower to market his wheat at the price now paid." Under the Allen "can't-strike" law these farmers are retarding the sale of foodstuffs and are liable to a penitentiary sentence and fine.

Small town and country newspapers in Ohio are being furnished well written and illustrated stories on the efficient manner in which a State constabulary protects sheep from the ravages of dogs. Farmers are assured that if Ohio passes a constabulary law chicken thievery and other robbery will be unknown in agricultural sections. Trade unionists show that special interests are playing the familiar game to secure farmer support for their pet cossacks, who will be stationed in industrial centers, as is the case in Pennsylvania.

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TERMS ARE REASONABLE

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

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SAN FRANCISCO

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Johansen, F. C.
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Kjerdalen, Ole
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Mickelson, P.
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Tenesen, Peter
Widell, Julius
Registered Letters
Knudsen, Oscar

INFORMATION WANTED

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

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INFORMATION WANTED

Victor Bono is anxious to ascertain the whereabouts of his brother, Eugin Bono, a native of Norway. Kindly communicate with the above party at 59 Clay street, San Francisco. 11-24-20

Portland, Or., Letter List

Adams, Hugo
Ahlstrom, Kilian F.
Ahlstrom, Ellis
Ahren, Wm.
Allen, W.
Allison, Benjamin
Amundsen, Albert
Andersson, Axel
Anderson, J. A.
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Jacobs, Fulton
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Kjellberg, A. C.
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Laine, A. A.
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Learstad, Peter
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McGregor, Thos.
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Rights and Duties of Merchant Seamen

SEAMEN, have you got a copy of Axtell's new book, "Rights and Duties of Merchant Seamen"? It deals with income tax, how to become a citizen, contains a complete digest of the Constitution of the United States and amendments, the famous Thirteenth Amendment, declaring that men shall not be compelled to do involuntary servitude under the laws of the United States; a history of the great fight made by organized seamen of America for liberty, how that liberty was obtained and is now expressed in our statutes and is buttressed by the foundation of our Government itself, the Constitution of the United States. This book contains a complete digest of the Constitution of the United States. It contains a complete digest of the Statute of the United States pertaining to seamen, officers, consuls and owners, their rights and duties to themselves and to each other; the subject of wages, overtime, salvage, personal injury, discharge in foreign ports, wrongful and proper; questions of discipline; rights and duties of consuls are fully set forth in this little volume of one hundred pages.

The actual cost of publication is 65c. The price is $1.00 in single copies. In orders of ten, a discount of 10% is allowed. In lots of twenty 20% is allowed, in lots of twenty-five 25% discount, in lots of one hundred 30% discount. In other words, in lots of one hundred there is 5% to cover cost of shipment.

The author, Silas B. Axtell, Attorney for the International Seamen's Union of America, in nine fights before the Supreme Court of the United States to enforce the Seamen's Act, Attorney for the Seamen's, Firemen's and Cooks' organizations in innumerable legal battles, is the leading authority on the law pertaining to seamen.

There are only 2000 copies of this book to be disposed of. They are going at the rate of 250 per week by mail order alone.

This is what Harry Olsen, who initiated Mr. Axtell into the Sailors' Union of the Pacific before he went on board the "West Calumb" as ordinary seaman in September, 1919, says:

> "Your book, 'Rights and Duties of Merchant Seamen,' ought to be in the hands of every seaman. Knowing the law would settle a good many disputes which now arise. I will do my best to further the sale of the book and to start with I enclose P. O. Money Order for $20.00 for which kindly forward twenty books as soon as you can."

The following is quoted from a letter just received from Frank Manning, an American Seaman, who met with a serious accident on board an American ship. After stating the facts in his case and asking for assistance and advice, he says:

> "Orunds Hospital, Copenhagen, Denmark, October 27, 1920.
>
> "As I am not up in the Maritime Law whatever and do not pretend to know the least thing about it, it is no good for me to get into any arguments over here with these people because an uneducated person cannot cope with them. Well, Mr. Axtell, hoping to hear from you and hoping this finds you in good health, I am
>
> "Respectfully yours,
>
> FRANK MANNING,
> Copenhagen, Denmark."

Every seaman should have one of these books, "Rights and Duties of Merchant Seamen."

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Home News

Contract breaking by shoe merchants has become so general that the Boston Boot and Shoe Club adopted resolutions in support of the "inviolability of contracts." Governor Coolidge told the club that contract breaking is a bad practice.

Montgomery Ward & Co., mail order house, report that total sales for the first ten months of this year amounted to $91,386,435, as compared with $79,980,901 during of the company predict that the total sales for 1920 will be more than $100,000,000.

Hundreds of workers in Philadelphia are protesting against taxation on their homes that are assessed from the standpoint of inflated values. During the past year these workers have been coerced to buy homes at exorbitant prices by real estate sharks who conducted a "buy-or-get-out" campaign. The protesters claim that the added taxation makes their burden unbearable.

The United States Supreme Court has ruled that the State of Maryland can not compel drivers of Government automobiles to carry a State license. The Government was upheld in its claim that the license law "was an evasion of the constitutional freedom of Federal operation from State control."

John Hautain, a former resident of Boston, is suing the United States Steel Corporation in the Federal Court for $50,000 damages because of the death of his wife. During the steel strike last fall the couple were living at Newcastle, Pa., where Mrs. Hautain was killed by a steel trust gaurd. She was walking on the street at the time.

The New York Telephone Company wants increased rates. At a hearing before the Public Service Commission city attorneys showed that the company set aside $450,000 this year for advertising "to influence the public and the commission on its application for increased rates." It was also shown that this poverty-stricken concern has a surplus of $45,000,000 and a depreciation reserve of $69,000,000.

Last year 6,978 persons were killed and 149,053 were injured on the railroads of this country, reports the Interstate Commerce Commission. Of the killed 273 were passengers and of the injured 7,456 were passengers. Employes killed during the year number 2138 and 131,018 were injured. Fewer trespassers on railroads were killed in 1919 than during any year of the commission's records, which go back to 1890. Last year 2553 trespassers were killed and 2658 injured.

The corn production of the United States this year, according to a statement by Secretary of Agriculture Meredith, amounts to nearly three and a quarter billion bushels, worth at present prices approximately a billion dollars less than it would have brought a year ago. This year's cotton crop, of about twelve million bales, Secretary Meredith says, falls more than a third of a billion dollars short of the value it would have had last year. The average price of cotton seed has fallen from $60 a ton to $20. Wool clip and other products share the same experience. The total shrinkage of prices to farmers he assesses as two and a half billion dollars, or nearly 17 per cent.

Domestic and Naval

The harbor tug "Ox," 177 tons gross, 450 horsepower, owned by the U. S. Shipping Board, is reported sold to John W. Sullivan, New York, for $78,400.

The schooner "Marion N. Cobb," 360 tons reg., built and owned at Rockland, Me., in 1902, has been sold to the Whitney-Bodden Shipping Co., Mobile, Ala.

The Norwegian S. S. "Mod," 5,135 tons gross, 3,261 net, carries about 8,000 tons deadweight, built at Newcastle in 1920 and owned by I. A. Christensen, Christiania, is reported sold for about £272,500.

The S. S. "Charles H. Cramp," 6,220 tons gross, 3,812 net, carries about 9,400 tons deadweight, built at Philadelphia in 1920, and owned by the U. S. Shipping Board, is reported sold to the Atlantic, Gulf & Pacific S. S. Co., Baltimore, for $1,739,000.

The French S. S. "Hadrumete," ex "Robert C. Sudden," 1,469 tons gross, 853 net, built at Oakland, Cal., in 1917 and "Utique" (Fr. wood s. s.), ex "Lucinda Hanify," 1,509 tons gross, 794 net, built at San Pedro, Cal., in 1917, both owned by the Soc. Gen. de Houilles et Agglomeres, La Rochelle, have been sold to Andrew Mahony and Thomas Crowley, San Francisco, for $250,000 each.

The terms of deferred payment granted by the British Government to purchasers of ex-enemy vessels are ten per cent. on acceptance of offer, forty per cent. on delivery of ship, and balance in five equal six monthly installments under promissory note with interest at bank rate, varying minimum five per cent., the vessels to be insured and mortgaged to the Government except in cases where satisfactory bankers' guarantees are accepted.

Of the 526 steamers and sailers that entered the port of New York during the month of October, nearly one-fourth came in ballast. A new record for the port of New York for 1920 was set by the clearance of 515 ships during the month with a net aggregate tonnage of 1,719,103. A total of 526 ships, aggregating 1,734,286 net tons, entered the port. Of the vessels entered, 154 came in with bulk cargoes, while 251 had general merchandise.

The movement of immigration at Brazilian ports during the first six months of the current year shows a steady increase over the previous four years, aggregating 32,653 immigrants, of whom 20,084 came to Rio de Janeiro, 12,216 to Santos, 202 to Bahia, 131 to Rio Grande do Sul, 7 to Paranagua and 13 to Florianopolis; 16,846 being Portuguese, 3,934 Italians, 2,341 Arabs, 1,597 Germans, 627 Japanese, 283 Poles, 256 British and 5,769 sundry nationalities.

With reference to the S. S. "Krakow," sunk in Havana harbor, local underwriters have been advised that salvors estimate the expense of raising the vessel at $150,000 and ask for a substantial deposit before commencing operations. The repair works at Regla, near Havana, have submitted an estimate of $1,200,000 to recondition the vessel after she is floated. It is estimated that the work would take eleven months to complete, of which three would be spent in the dry dock. Of course, no steps will be taken to raise the vessel unless her sound value after repair would exceed the market value.

The San Francisco Savings and Loan Society

SAVINGS (THE SAN FRANCISCO BANK) COMMERCIAL

526 CALIFORNIA STREET, SAN FRANCISCO, CAL.

Member of the Federal Reserve System
Member of the Associated Savings Banks of San Francisco

MISSION BRANCH, Mission and 21st Streets
PARK-PRESIDIO DISTRICT BRANCH ,Clement and 7th Ave.
HAIGHT STREET BRANCH, Haight and Belvedere Streets

JUNE 30, 1920

Assets	$66,840,376.95
Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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INFORMATION WANTED

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

A. J. Storrs, Port Captain of the Admiral Line, Seattle, Wash., is anxious to ascertain as to the whereabouts of the following members who were on Board the S. S. "Governor," in June, 1917: J. L. Tarte, Andrew Westman, L. G. Daniels and W. S. Johanson. 12-1-20

If anyone knows the whereabouts of Arthur Kasper, a member of the Eastern and Gulf Sailors' Association, kindly communicate with S. Alexanderson, Box 571, Portland, Me. 11-17-20

The following named members of the crew of the S. S. "Kenebec," who helped salve the schooner "Thomas L. Wand" on November 19, 1919, have vouchers ready to be distributed at our office:

Demetre Sakelaris, $46.80; Carl Puika, $56.72; Isidro Flores, $50.55; Janes Franco, $50.55; Daniel Rodrigues, $50.55; Rafael Corrillo, $50.55; Dimity Sacelarius, $50.55; Siegor Sorensen, $50.55. Levy & Levy, Lawyers, Trust Bldg., Galveston, Texas. 10-6-20

Dirk Land, or anyone knowing his whereabouts, will please communicate with Ed. Timmerman, 49 Reid street, Brooklyn, N. Y. A sum of money is held for him by me. 12-8-20

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News from Abroad

A new port is to be built at Comodoro Rivadavia at a total cost of 1,700,000 paper pesos, as a harbor of refuge for oil tankers and the small coasting boats that are largely contributory to the general trade movement of the Patagonian coast.

As much as possible of the 5,000,000 bushels of wheat, which is the estimated amount available for export from Australia, will be sold in the form of flour, in order to keep the flour mills busy and to retain the by-products in Australia.

Drug addiction is said to have taken a new hold in France since the war; it takes the form of opium smoking among the rich and the use of cocaine among the poor. The government has started an energetic campaign against the illicit importation of these and other drugs.

The Town Line, Ltd., managed by Harrison Sons & Co., London, which owns about sixteen cargo boats of various sizes, paid a dividend of 25 per cent. for the year ending June 30, 1920. The company's fleet of 51,676 tons d.w. is valued at just over £22 per ton d.w. The trading profit for last year was £502,803 and the issued capital of the company is £744,669.

No direct subsidies are paid by the Dutch Government to steamship companies. The Royal Holland Lloyd to South America formerly received a subsidy, but it ceased during the war and only the Royal Packet Co., which runs several lines connecting all the Dutch East Indian ports with each other and with Singapore and Australia, secures an indirect subsidy by its possession of a monopoly of the Dutch East Indian coast traffic. This monopoly was granted because the Goverment requires the company's steamers to call at many ports without commercial importance.

A dispatch from London says that "for brutally hazing three cadets and tearing loose the scalp of the cook aboard the American steamship 'Mulput' while in port here, three members of the crew have been sentenced to jail, two of them for four months and the other for two months. The captain of the vessel, in reporting to the Consul the hazing of the cadets, said they were stripped and lathered with soap and then shaved from head to foot. In the assault on the cook the latter's scalp was torn from his skull." [The list of American vessels does not contain the name of the steamship "Mulput," although there is a "Mulpua," 6,139 tons, owned by the U. S. Shipping Board.]

The Byron S. S. Company of London, will shortly enter the emigrant trade between Greek ports and New York in a joint service with the Embiricos fleet which is run under the Greek flag as the National Steam Navigation Company, Ltd., of Greece. For this purpose the Byron S. S. Company has acquired from the British Government the former Hamburg-American liner "Cleveland," 16,960 tons, 15½ knots, built in 1908, one of the boats surrendered on the Armistice and which has since been operated by the White Star Line in the Liverpool-New York service under the name of "Mobile." In addition, the ex-Norddeutscher Lloyd liner "Roon," 8,174 tons, 14½ knots, built 1902, has been transferred to Greece by the British Government and will be operated in the same service.

With the Wits

Social Divisions.—There's the proletariat, the salariat, the plutocariat, and the where are we at?—St. Louis Globe-Democrat.

Help Wanted.—"Are you sure your auditors understood all of your arguments?" "If they did," answered Senator Sorghum, "I wish they'd come around and explain some of 'em to me."—Washington Star.

Affinities.—"My husband is a fine rider. Doesn't he look as if he had grown up with the horse?" "Yes. You can't tell where the horse ends and where your husband begins."—Lustige Blätter, Berlin.

Philological.—A colored woman one day visited the court-house in a Tennessee town and said to the judge: "Is you-all the reperbate judge?" "I am the judge of probate, mammy." "I'se come to you-all 'cause I'se in trubble. Mah man—he's done died detested and I'se got t'ree little infidels so I'se cum to be appointed der execootioner."—The Lawyer and Banker.

Very Mysterious Plays.—"Charley, dear," said young Mrs. Torkins, "do you remember how you laughed at me because there were some things I didn't understand about the ball game?" "Yes." "Well, after reading some of the recent news, I want to ask you, as man to woman, weren't there some things about that game that you didn't understand either?"—Washington Star.

They Came Back.—"When I was a little child," the sergeant sweetly addressed his men at the end of an exhaustive hour of drill, "I had a set of wooden soldiers. There was a poor little boy in the neighborhood and after I had been to Sunday-school one day and listened to a stirring talk on the beauties of charity I was softened enough to give them to him. Then I wanted them back and cried, but my mother said, 'Don't cry, Bertie, some day you will get your wooden soldiers back.' And, believe me, you lob-sided, mutton-headed, goofus-brained set of certified rolling-pins, that day has come." — The American Legion Weekly.

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Official Paper of the International Seamen's Union of America.

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VOL. XXXIV, No. 15. SAN FRANCISCO, WEDNESDAY, DECEMBER 15, 1920. Whole No. 1731.

ATLANTIC FISHERMEN'S AGREEMENT

Terms and Conditions of Employment in Trawlers

Secretary Wm. H. Brown of the Fishermen's Union of the Atlantic, with headquarters at Boston, Mass., has favored the Journal with the article published on this page.

The new agreement in the trawling branch of the North Atlantic fishing industry has many new and progressive features.

There is now no longer any doubt that the fishing industry has made "some" strides since the old days when a man dug his own clams for bait and put out in his own small sloop to his favorite grounds and brought in his own catch to the local market to sell, up to the present time when it is organized and regulated by contracts like the one reviewed on this page.

Recently there has been announced the formation of a Joint Conference Council to handle labor relations of collective interest in the trawling branch of the North Atlantic fishing industry on a basis of peaceful negotiation and cooperative dealing between the workers and employers. The organization of the council is the result of a series of conferences which have been going on for the past six months. These conferences ended in an agreement, covering a period of three years, for the establishment of the council with its necessary accompanying machinery. The agreement has been signed by the Gorton-Pew Fisheries Company of Gloucester, the Bay State Fishing Company of Boston, the Frank C Pearce Company of Gloucester on the employers' side, and on the workers' side by business agents of the Fishermen's Union of the Atlantic—a phrase, by the way, which probably causes the bones of the First Deep-Sea Fisherman to turn restlessly in Davy Jones' Locker.

A similar agreement will be concluded in the near future, the groups which brought about this agreement hope and expect, covering a substantial number of vessels in the schooner branch of the fishing industry in the North Atlantic also.

The Joint Conference Council in the trawling branch has already got down to work on problems relating to processes of production, as well as education and questions of Federal and State co-operation with the industry. Various phases of marketing have been up for discussion, it is stated, with beneficial results in the way of securing the fishermen's co-operation.

The preamble of the agreement recently signed declares:

"We recognize that the interests of workers and employers and of the consuming public are at many points fundamentally identical in the fishing industry. It is our earnest desire at all times to promote this community of interest, and to establish the control of labor relations in our industry on the permanent basis of cooperation and mutual understanding, with peaceful negotiations and sympathetic appeal to mutual adjustment of any difficulties that may arise, as the methods of dealing with each other."

The agreement sets forth these general principles to govern the labor policy for the industry:

"(1) All parties in the industry shall continuously strive to promote and maintain just and harmonious relations between employers and workers, based upon the principles of equity and sympathetic investigation of fact, recognizing that the prime essential in the co-operative control of labor relations by workers and employers is not the particular form of administration that may be set up, but the attitude of all parties concerned toward each other and toward any plan that may be adopted.

"(2) The industry recognizes the propriety and necessity of its workers receiving a reasonable living wage as a minimum, which wage shall be sufficient to provide for the necessities of life as well as for progressive standards of living; and it further recognizes that a proper relation between a guaranteed minimum amount of remuneration and a reasonable opportunity for earnings above that minimum should be maintained.

"(3) It is recognized that in all wage adjustments, after proper provision has been made for the principle of the minimum wage as set forth above, due recognition shall be given to the economic conditions of the industry.

"(4) Barring factors inherent in the nature of the industry and other uncontrollable conditions, continuity of employment and reasonable quality and degree of production consistent with full safeguards for the health and well-being of the workers and the general welfare of the industry, are essential.

"(5) Uniform and comprehensive methods of investigation and record on labor relations and related factors throughout the industry are prerequisite to any sound basis of fact for determining proper conditions throughout the industry.

"(6) All matters requiring adjustment shall he settled through regularly established channels of candid discussion and peaceful negotiation and adjustment, without resort to lockouts, strikes, boycotts, blacklist or other such methods.

"(7) All matters requiring adjustment shall be settled, insofar as possible, at their source, without the exercise of appeal except as a last resort.

"(8) Due recognition shall be given in all questions to the protection of local interests.

"These principles governing our labor policy are frankly predicated upon the right of both employers and workers to organize as they may wish in any lawful associations without discrimination, to bargain collectively when they desire, and to be represented by representatives of their own choosing in negotiations and adjustments with respect to terms and conditions of employment and work in the industry."

Particular questions pertaining to wages, conditions of work and other terms of employment are left for special negotiation from time to time as occasion may warrant.

The chief machinery for administering these matters is composed of a Joint Conference Council, upon which there is equal representation of employers and workers. This council is made the directive agency for dealing with all questions of collective interest between the employers and workers. While it will deal as far as possible only with matters of policy, it is to exercise its best efforts to settle by candid discussion all matters requiring action which cannot be satisfactorily agreed upon by the agencies of lower jurisdiction. It is expressly provided that that Joint Conference Council shall endeavor to reach such settlement by common agreement and without resort to arbitration. The underlying principle of the council, however, is to ascertain conditions and adjust the various questions of interest before disagreements arise.

Action by the council is determined by unanimous vote and all resolutions passed by it are submitted to the constituent bodies of the organizations that are parties to the agreement for ratification before they become effective. Thus it is made possible not only to maintain agreement on all matters on which the council takes action, but at the same time full protection is given to local interests whether represented by employers or workers.

Provision is made, however, for choosing, if occasion arises, a Board of Final Review, whose members in each instance are to be mutually acceptable to all parties concerned. Thus the greatest possible community of interest and confidence are promoted in case arbitration becomes necessary. This Board of Final Review makes possible final adjustment on any arbitrable matter which cannot be settled through mutual discussion, but it is to be employed only as a last resort.

Emphasis in all cases is placed upon the desirability of the plan that the interested parties discuss and reach common understanding without resort to appeal. In other words, the machinery is devised to promote the handling of labor relations by the parties of the first interest at their source and as growth from the bottom up. Thus the entire plan, recognizing and promoting direct dealing between employers and workers in a systematic and orderly way, is operative to develop by mutual agreement a body of industrial law and practice within the industry with a minimum of arbitration and a maximum of preventive and constructive measures.

In addition the employers have established a bureau of labor relations to study conditions and promote the well-being of the workers and employers and of the consuming public, and have retained their executive counsel on labor relations, who negotiated the agreement, to direct these activities, as well as to deal with the unions on a friendly basis.

AMERICAN PROTECTORATES

American rule in some of the "republics" and insular possessions to the South is being gravely challenged. Shocking conditions have been alleged to exist in Haiti, where the former commander-in-chief of the Marine Corps reports that American marines have been guilty of indiscriminate killing of the native population. In Santo Domingo the American occupation has been bitterly arraigned. In both of these theoretically independent countries American naval and military forces have apparently become the real government and at the same time grievous social conditions have been perpetuated.

In two of the insular possessions circumstances appear to be almost as serious. The question of sovereignty is not at issue in Porto Rico and in the Virgin Islands, but other questions have been made the basis of a harsh criticism of American colonial policy. Neglect to meet the responsibility to deal fairly with social and industrial conditions is the burden of these latter charges.

The Nation, the National Association for the Advancement of Colored People, and Brigadier General George Barnett, former commandant of the Marine Corps, are jointly responsible for the new consideration which is being given Haiti. James Weldon Johnson, formerly United States consul in Venezuela, Nicaragua and in the Azores, made an investigation of conditions in Haiti on behalf of the National Association for the Advancement of Colored People, of which he is field secretary. The Nation published four articles embodying some of Mr. Johnson's observations. He criticized vigorously American policy in Haiti. Among other things he said that American intervention has wantonly destroyed Haitian independence, that American military forces have ruthlessly killed Haitian people, that American bureaucrats have exploited the country, and that the American intervention has served the financial interests of the National City Bank of New York, which, according to Mr. Johnson, is the real power in the republic. Just at the time that the Nation's articles were directing attention to Haiti, Secretary of the Navy Daniels published a report which General Barnett had made to him and in which the former commandant referred to indiscriminate killings by members of the Marine Corps. The Secretary of the Navy stated that the Barnett report had been made public the day after it reached him. Furthermore, immediately a court of inquiry was constituted and to its work high naval and marine officers were assigned. If the court does its work the truth concerning Haitian affairs ought to be ascertained and put into perspective.

Insular officials are in part responsible for knowledge of evil conditions which obtain in Porto Rico.

The Virgin Islands, so-called by Christopher Columbus, were transferred to the United States on March 3, 1917, by Denmark. The islands were purchased because of their strategic value for naval purposes. They are part of a far flung line of defense. With the harbors and potential forts the United States possesses, jurisdiction over equity over some 26,000 people and responsibility for political, social and industrial conditions which are certainly not American. As to the facts in the Virgin Islands there is little dispute. In a book entitled "The Virgin Islands of the United States of America," published in 1918 by G. P. Putnam's Sons, Luther K. Zabriskie, formerly American vice-consul at St. Thomas, relates the facts which are now the substance of the islanders' grievances. The population is composed very largely of colored people, the Bureau of Census having found only 7.4 per cent. whites. The islands seem to be dominated by large plantations. The franchise is restricted to property owners. Wages are extraordinarily low. In a general way the sort of feudalism which so many democratic countries maintain in their colonial possestions is characteristic of the Danish and to a lesser extent of the American rule in the Virgin Islands.

Protest has been made against the perpetuation of these conditions. Among others, Rothschild Francis, a member of the colonial council of St. Thomas, is now in this country seeking to enlist American interest in the affairs of the Virgin Islanders. Mr. Francis says:

"The one good thing that the American Government has done since taking the islands is to establish fairly good schools and hospitals. The naval surgeons have been forces making for better conditions. The chief complaint is that out of a population of 18,000 in St. Thomas only 210 people can vote. The present wages are from 40 cents to a dollar a day for all classes of labor. Since the Danish taxation system has been retained uncultivated land pays no tax and does not produce. The great demand of the natives is for land in small holdings, but the owners, who are chiefly Danes, refuse either to sell or to let small holdings. In order to vote an income of $300 a year is needed. As a consequence of this class franchise the natives can get no favorable legislation. Housing conditions are appalling."

Mr. Francis criticized unfavorably the activities of the Marine Corps in the Virgin Isalnds, but he had only words of praise for the insular governor, J. W. Oman, who, he stated, is endeavoring without the co-operation of the legislature, to remedy conditions.

In general many of the wrongs and hardships which are complained of in the Virgin Islands are those found in Porto Rico and in that entire region of colonies and dependencies. Conditions thoroughly un-American, conditions which do violence to every wholesome tradition of this republic, obtain. These conditions are largely not of American creation, but we are accountable for their perpetuation. There needs of course to be official inquiry into each one of the islands in which grievances exist. But more than that it is necessary for the American people to define policies and principles. The Monroe Doctrine has been at work now for a hundred years. Decade by decade since the eighteen-nineties the Monroe Doctrine has added to our colonies and dependencies. Without intending it we are becoming an imperial nation and we with disquietude are discovering the train of injustice and of brutality which so often follows in the wake of empire. What do we purpose with these islanders? Why are we there? Events which varied only slightly in texture have composed a chain which from Cleveland to Wilson, from McKinley to Roosevelt to Taft, have actually made a policy. But it has been an unconscious and to an extent an unformulated policy. The wrongs which we have inflicted or which we have not prevented are sufficient now to call forth an inventory of conditions, on which with justice to ourself and to the world a reasonable program may be built.—WILLIAM L. CHENERY, in the Survey.

THE SEAL CENSUS.

The United States Bureau of Fisheries is engaged in taking the annual census of the seals which are under Government protection. The returns are expected to show about 600,000 head, or three times as many animals as were in existence when the Government took over their custody ten years ago.

Hugh M. Smith, Commissioner of the bureau, estimates that the seals are increasing at the rate of 10 to 12 per cent. of their number annually. Last year's count showed 550,000, 26,000 of which were killed for their pelts. Commissioner Smith says that a seal census is important to prevent "blind killing."

In the middle of Bering Sea, lying forty miles apart, are two islands—St. George and St. Paul—the only land to which seal ever resort. Every spring they visit the islands to rear their young, leaving in the fall to winter in the north Pacific, and it is during the summer that the census is taken.

The killing of the animals is also done in the summer, this under law being confined to the surplus males. Last year lack of labor resulted in 10,000 fewer animals being killed than Government officials had planned. Japan and Great Britain, along with the United States, share the revenue produced from the seal kill, a treaty giving this country 70 per cent. of the animals, with the other two countries each receiving 15 per cent.

In former times when 100,000 seals were being killed annually, the Government obtained $10 for each skin, while now the Government gets $140, of which $120 is net. Increase in the value of furs and improved methods of conducting the business account for the increase in the Government's revenue.

SALVING GOLD BARS.

The British Admiralty's salvage vessel "Racer" has concluded her operations for this year in connection with the recovery of bullion from the White Star liner "Laurentic," mined at the beginning of 1917 off the Donegal coast, Ireland, on the way to America with gold. Although the salvage work has been going on since June, the results have been very disappointing. The giant liner has so broken up that tons of metal have fallen on the strong room, where the gold was placed, making the work of the divers extremely difficult. The weather, too, has been most unsuitable throughout the summer, and the consequence is that there have been recovered only seven bars, worth between £1,200 and £1,500 each, this year. Last year £500,000 worth of gold was salved. There are still several million sterling worth of ingots awaiting salvage, and the operations will be resumed next spring.

A fifty-five-foot yawl crossed the Atlantic Ocean recently, covering a distance of 2108 miles in fifteen days and nine hours.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

One-man Contracts Urged in Australia

The Australian conciliation and arbitration law has been amended by legalizing individual contracts with employers and members of organized labor.

Arbitration in the Australian commonwealth has been based on organization between employers and employes. Trade unionism is recognized that awards may prove effective and many awards provide that preference be given trade unionists by employers.

The workers now ask what will happen to arbitration courts when their awards run counter to agreements made by employers and individual workers.

The amendment is declared to be an attack on the powerful Australian Workers' Union, which recently established a 44-hour week and improved working conditions in the pastoral industry. It is claimed that the amendment was prepared some time ago by Chief Justice Mox, who was then counsel for the Graziers' Association.

Trade unionists say the amendment will weaken the workers' faith in the Federal arbitration court and they connect its passage with the retirement of Justice Higgins as president of the Australian court of conciliation and arbitration. He has been succeeded by an avowed cheap-labor advocate.

In opposing the amendment, Arthur Blakely, member of parliament and president of the Australian Workers' Union, stated that he would not recommend that that union remain registered under the arbitration act.

"We are prepared to get out," he said, "and discard the arbitration court altogether, depending upon conferences or direct action to protect our members."

Immigrants Aided by Ship Officials

Undesirable immigration is being stimulated by steamship officials and officials of European countries, who are shipping their most vicious elements to this country, declared Commissioner of Immigration Wallis in an address before the National Industrial Council. The Council is a federation of manufacturers' associations.

The Federal official's statements were most sensational. He said a world-wide conspiracy exists between officials of foreign countries and certain steamship officials to unload criminals and revolutionists in this port. The public officials want to get rid of these elements and the ship companies are interested in profits. The immigration commissioner said one ship arrived here with 1,100 immigrants listed as the ship's crew. These men quickly abandoned the ship when it was docked. The speaker estimated that in the next six years over 10,000,000 immigrants will come from Germany, Italy and Holland alone.

"We have traced this world-wide conspiracy very near to its point of origin," he said. "We now know that having failed to put through many of their undesirables by the usual immigration routes, the shippers of this human freight of anarchy have turned to the stowaway method. Recently the "Panama," from Mexico, had 16 stowaways; a steamship from Chile, 18; a steamship from Naples, 42, and a vessel from Constantinople, 16.

"Unless we restrict and unless we better the lot of those we accept—for an anarchist can be made in one day at Ellis Island—there will be terror and widespread crime in all our larger cities in the very near future."

Science Is Welcomed By Organized Labor.

Organized labor welcomes whatever assistance research and science can offer to modern industry, said President Gompers in an address to delegates at a preliminary conference on industrial research.

The trade unionist declared labor does not oppose the greatest production that is possible, but it does object to making production the object of life.

"A persistent effort," he said, "has been made to saddle upon labor the odium of opposition to improved methods and machinery in production. What labor has opposed is an effort to exploit them by the use of improvements that are intended as a blessing to mankind. Labor is rightly suspicious of changes that are introduced without explanation and whose effect upon their welfare is not considered.

"Labor is not opposed to increased production or improved methods. Quite the contrary. We reconize there can be no permanent betterment of standards of living for all except by increasing the things that contribute to better and more satisfactory living. But we hold as a fundamental that material products are not the ultimate of production, but service in a better life for humanity.

"Experience has taught organized labor that we can only maintain opportunity for freedom and well being when laws for industry are made for those directly concerned—the management and the workers."

Teachers and Jail Birds

In urging higher wage rates for public school teachers, the Philadelphia North American presents this comparison:

"The people of Tennessee pay their sheriffs 75 cents a day for feeding each inmate of a county jail, a total of $274 a year. Besides this, these prisoners get free lodging, light, heat and water and free medical and religious attention. They are not even asked to contribute to foreign missions. All told, each of them costs far more than the figure quoted for food, but for our present purpose that will suffice.

"The country school teachers in Tennessee, who are chosen to train a majority of the children of that State to be useful, intelligent citizens, receive an average annual salary of $258, according to the latest official figures. In addition to paying for their food, this sum must cover clothing, shelter, light, heat, water and medical attention, and they are expected to contribute their share to church support.

"So the people of Tennessee pay $16 a year more for the food of a prisoner than for the entire support of a rural school teacher."

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.
Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.
Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

AUSTRIA

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Piazza S. Marcellino 6-2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de Sâo Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The strike of coal miners in the State of Coahuila, Mexico, was ended during the week when the strikers returned to work on the Mexican Government terms, according to reports received here. The strikers won a wage increase of 20 per cent. They asked for 100 per cent.

The International Labor Office has been informerd that it may assume that in all probability the whole of the measures to be taken in Czecho-Slovakia in pursuance of the draft conventions adopted at the Washington conference, will be completed before the end of the year.

The Secretariat of the International Socialist Congress, has requested the International Labor Office to intervene in the question of the relations between the Poles and the Jews in Poland, by submitting to the proper authorities and organizations interested, suggestions concerning labor legislation. In a letter addressed to the office by the International Socialist Bureau, attention is called to the report of the Socialist International Committee appointed to study the relations between the Poles and the Polish Jews. This report declares that Anti-Semitism is always present in Poland, and may well lead to new troubles unless the Polish Government take energetic measures to put an end to the daily excesses committed by the soldiery, excesses which constitute a most flagrant violation of individual rights.

Since the recent victory of Polish imperialists and militarists a campaign of reprisals has been conducted by the government against the socialists and labor movement, particularly the Jewish element, because of their alleged sympathy for the Russians. Thousands of Polish and Jewish radicals have been imprisoned and shot for alleged treason to Dictator Pilsudski, who, it is said, is so afraid of his own people that he is constantly surrounded by a large bodyguard of troops under French officers. German, Russian and Czech communists have been sent into Poland to launch a propaganda against the present dictatorship and in favor of a regime which, if once in power, would immediately revise the Russian treaty and enact a new one satisfactory to the workers of both nations.

In spite of repressive measures taken by the Japanese government the past few months against organization of labor, the labor movement has grown apace. Unemployment has added to the suffering of the workers and discontent is growing on all sides. The "Laborers' Friendly Society," as the workers' associations are called (unions being forbidden by law), have secretly organized on national federative lines. Strikes and unemployment disturbances are becoming more frequent and the military despots in control of the government would welcome another international conflict as a means of suppressing their labor activities. The recent passage of the anti-Japanese land law in California has added to the discontent, the labor and liberal groups blaming the government and its imperialistic policy of aggression for much of the ill-feeling existing against the Japanese in America, Russia and China.

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SAILORS will find the best place to get their teeth fixed up is at a Painless Parker Dental Office. There is one of these offices in every port along the Pacific Coast of this country. A sailor can have the work done wherever it is the most convenient for him. If his work is begun in one Parker Office, he can have it finished in another. No matter which port he may be stopping in, he can go to the Parker Office in that port and be taken care of. See list of offices below.

Dr. Parker knows what the life of a sailor is, for when he was a boy he shipped before the mast, and he always tries to do sailors a favor whenever he can.

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TACOMA: 13th and Pacific
SAN DIEGO: 5th and F Sts.
SANTA CRUZ: 121 Pacific Ave.
BREMERTON: 412 Pacific Ave.
LOS ANGELES: 706 S. B'way.
STOCKTON: 6 N. California
SAN JOSE: 58 W. Santa Clara
SALEM: State and Commercial
PENDLETON: 755 Main St.
SPOKANE: Riverside & Post
LEWISTON: 521 Main St.
PORTLAND: 326 Washington
BELLINGHAM: Holly & Commercial
EUREKA: 210 F St.
ABERDEEN: Heron and H Sts.
OAKLAND: 1128 Broadway
FRESNO: Mariposa and J Sts.
SACRAMENTO: Tenth and K Sts.
BAKERSFIELD: 20th and Chester
EUGENE: 7th Ave. and Willamette
CENTRALIA: Salzer Block
TWIN FALLS: 116½ Main Ave. N.
RENO: 16 E. Second

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INFORMATION WANTED.

An award has been made and funds are in our hands ready for distribution to the officers and crew of the S. S. "Lake Calvenia" who salved the S. S. "Balino" Nov. 28, 1919. Kindly communicate with this office in order that prompt and proper settlement might be made. Levy & Levy, Attorneys, 202 Trust Building, Galveston, Texas. 12-15-20

Members of the crew of the S. S. "Porter" are requested to call at the Secretary's office for their vouchers for salvage services rendered to S. S. "Washington" on or about November 5, 1919. The vouchers are issued to the following members, and the respective amounts due thereon is as follows:

Amudsen, R. $22.50
Mattson, Geo. J..... 22.50

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Sutter 4673. Residence Phone Prospect 2968.

INFORMATION WANTED.

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Peter Ronald, a native of Norway, age 56 years, injured while acting as a boatswain on board the S. S. "Ahala" on August 22, 1919, at Hartlepool, England. Anyone knowing his whereabouts will please communicate with S. B. Axtell, New York City. 12-8-20

Anyone who was acquainted with the late Chas. Erickson, discharged from the U. S. Navy in 1896, and subsequent thereto sailing on the Pacific Coast, will confer a great favor upon his widow, Mrs. Charles Erickson, by communicating with her at P. O. Box 15, San Pedro, Cal. Mrs. Erickson is anxious to establish certain facts relating to the physical condition of her late husband prior to his discharge from the U. S. Navy. 1-28-20

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La Follette's Magazine, Madison, Wis.

INFORMATION WANTED.

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South st., New York, N. Y. . . . 3-3-20

Crew of the S. S. "Wasco," which signed on at New York March 19th and were discharged and arrested at the Cape Verde Islands about October 19th, will be good enough to report or communicate with the undersigned. The trial of some of the crew will come up shortly and I should like to join as many of the crew as possible in their action.—S. B. Axtell, New York, N. Y. 8-4-20

Olaf Nyhagen, a native of Bergen, age 36, is inquired for by his mother, Mrs. Dina Nyhagen, Bergen, Norway. 4-28-20

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Pacific Coast Marine

The average toll charged to ocean-going commercial ships through the Panama Canal averaged $3831 32 last October. During that month these ships averaged 7.7 per day through the canal.

The Johnson Line, operating between the Pacific Coast and Scandinavia, has reduced the minimum requirement of freight from Portland to 500 tons for each sailing. The Pacific Coast agents of the Johnson Line are Messrs. W. R. Grace & Co.

Since the inauguration of the 20 per cent. increase in rail rates, the States of Oregon and Washington report that they have shipped more than a half million feet of lumber to the Atlantic via steamers through the Panama canal.

With the placing of steamers "Arizona" and "Mystic" on the Seattle trade route, the American-Hawaiian Steamship Company now has eight large cargo carriers with which to maintain the regular fourteen-day coast to coast sailing.

Articles of incorporation have been filed by the Six-Minute Ferry Company at San Francisco. With the incorporation of the company, it was announced that efforts were now under way for securing a shipyard site for the construction and repairing of three ferryboats to be used in the automobile-carrying trade between San Francisco and Oakland. W. H. Morrissey, a director of the company, sttaed that it was the company's plan to immediately start construction of the auto ferries as soon as the shipyard site has been located.

Japan will close the year 1920 with a balance of trade against her of approximately 370,000,000 yen, the U. S. Department of Commerce was informed by Commercial Attache Abbott at Tokyo. The department was advised that Japanese exports during November fell off 30,000,000 yen, while gold imports increased about 7,000,000 yen. Imports of merchandise amounted to 106,958,000 yen, an increase of 1 per cent over October. Figures on Japanese trade for the first eleven months of the year, as compiled by the department, place exports at 1,860,378,000 yen and imports at 2,226,985,000 yen.

Provisions of the national prohibition act extend to American ships, whether they be in American waters, on the high seas, or in foreign waters, Commissioner Williams of the Internal Revenue has ruled. Commissioner Williams' ruling, based on an opinion by Acting Attorney-General Frierson, was sent all collectors of internal revenue and Federal prohibition agents for their "information and guidance." The acting Attorney-General also held in the same opinion that the provisions of the revenue act imposing floor taxes on distilled spirits held for sale on American ships applied wherever the ship may be.

Bodies of twenty victims of the wreck of the barge "W. J. Pirrie," which struck on Cake Rock, off the Washington coast, on November 26, have been recovered and buried on the beach near Cape Johnson, according to advices from Neah Bay, Washington. The finding of the twenty bodies, with the rescue of Ernesto Aravena, seaman, and Carlos Peterson, second engineer, accounts for all persons known to have been aboard the vessel when she went down. Aravena and Peterson arrived at Seattle on December 3 from La Push, where they had been cared for since their rescue. Depositions of both survivors will be taken by the local board of United States Steamboat Inspectors at Seattle, but the formal hearing on the wreck will be held at San Francisco, it was announced.

The British light cruiser "Chatham," Commodore Alan Hotham commanding, arrived at San Diego from Chatham, England, on December 8. The cruiser was fifty-one days out via the Azores and Trinidad. Commodore Hotham said that the "Chatham" will sail from San Diego for Auckland, touching at Honolulu, the Fiji Islands and Samoa. A gift of the British Government, the "Chatham" is to be permanently attached to the New Zealand training and patrol squadron, of which the light cruiser "Philomel" is now the only active unit. During the war the "Chatham" was on submarine patrol and convoy duty along the North Scottish coast. The vessel carries a crew of 450 officers and men. Eight hundred tons of bunker coal was taken aboard the warship at San Diego.

The Army Transport Department of the United States Government has offered for sale three troopships, well known in San Francisco Bay for the part they played during the Spanish-American war. The vessels to be disposed of are the transports "Warren," "Kilpatrick" and the "Crook." Bids for the sale of the vessels will be open until January 8 of next year. All three vessels are particularly suited for the Pacific Coast and Alaskan trades, either as freighters or as combination cargo and passenger carriers. The vessels are also reported to be adapted for the South American trade. The vessels will require only minor overhauling to place them in readiness for any service, and the announcement states that they will be disposed of at an attractive figure. All of the transports have full marine equipment with the exception of navigating instruments. The vessels are completely outfitted for passenger service.

McCormick & McPherson, it was learned, have decided to return the 3600-ton freighter "Eastern Ocean" to the United States Shipping Board. The vessel was originally scheduled to proceed to Portland and Seattle to discharge a part cargo loaded in the United Kingdom, but the sailing was countermanded, and the vessel is now discharging her northern consignments at San Francisco. The shipment will be taken north on a vessel of the Admiral Line and the "Eastern Ocean" turned back to the Board. The "Eastern Ocean," unless some charter is secured for the craft, will be taken in tow and placed beside the other freighters laid up at Southampton Bay. Under the managing agency agreement, McCormick & McPherson have been operating the "Eastern Ocean" between United Kingdom ports and the Pacific Coast. Laying up of the craft is attributed to the same reason for tying up the other ten freighters—overberthing of the tonnage market of the world and the general depressed freight situation.

With the exception of approximately 100,000 feet of lumber, all of the timber cargo of the wrecked steamer "Joan of Arc" has been salved from the beach at Port Orford. Captain Cecil Brown, marine surveyor, has returned to San Francisco after spending a week directing operations for saving the vessel's cargo and reported that most of the lumber loaded on the craft had been washed on the beach after the "Joan of Arc" had gone to pieces under the pounding of the seas, releasing her cargo, most of which was stowed beneath her decks. As soon as the winter months are over, efforts will be centered on salving the engines and boiler of the wrecked steamer. For this purpose, according to Captain Brown, a wharf will have to be constructed to permit operations. The "Joan of Arc," which went ashore last month, was loaded with 1,300,000 feet of lumber for the account of the Charles R. McCormick Steamship Company. The Marine Underwriters took over the craft, following the action of the Rolph Navigation and Coal Company in relinquishing all claim to the vessel when it appeared that she would be a total loss.

Development of the Islais Creek-India Basin district of San Francisco's waterfront, rendering 280 acres of submerged land useful to commerce and industry, is urged by the Board of State Harbor Commissioners, who have placed their case before the United States District Engineer preliminary to obtaining an appropriation from Congress for the dredging of this area. In the estimation of the State Board, such a development as this should not be undertaken at once, but should be progressive, proceeding as fast as business conditions of the port justify. Ultimately, the improvement will provide berths for forty-nine steamships, each 500 feet in length, and six berths for vessels 300 feet in length. The solid-fill piers, as proposed, are 1060 feet in width and vary in length from 1600 to 3000 feet. The piers, which extend from these solid-fill structures to the pier head line, are 330 feet in width and 1100 feet in length. The sheds are planned to be of ample width, so that the cargo of the vessel can be accommodated in the space behind its own berth. The area for warehouse and industrial sites will amount to seventy-three acres, all close to deep water and served by railroad tracks.

Damage to the cargo and amidship section of the United American Line freighter "Sudbury," which put into San Diego during the week, was estimated to exceed $200,000. More than a score of grand and player pianos consigned to San Francisco firms and several hundred tons of high-grade cosmetics, chemicals and silks were destroyed. Fumes from burning chemicals in the lower hold were so strong that it took the local harbor fire-fighting force two hours to cut a hole in the steel bulkhead with an oxy-acetylene torch. Time and again the firemen were forced to flee up the steel ladder to the upper deck to escape asphyxiation. Captain Walter O'Brien and the crew of the "Sudbury" were freely praised here by shipping men for sticking by the ship. At one period the lifeboats were swung out and the men had manned the falls when it was decided to make one more effort. At that time the decks were so hot the men could barely walk on them, while the fumes had driven the helmsman from the wheel. To make matters worse, the pumps became clogged when there was seven feet of water in the hold, while the ship had a list to starboard of twenty degrees. The crew's tenacity saved the United American Line and underwriters more than $3,000,000, for the freighter was valued at $1,500,000 and the cargo at $2,225,000.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

International Seamen's Union of America

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(Continued on Page 11)

The Seamen's Journal

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 15, 1920.

BLOOD MONEY?

The original champions of the Seamen's bill, which became the La Follette Seamen's Act in 1915, made one very definite claim. They claimed, or rather promised, that the Seamen's Act would have a tendency to equalize the wage cost of operation between American and foreign vessels touching at U. S. ports.

Has the promise been fulfilled?

Well, not one hundred per cent. in all instances but it has certainly been demonstrated that there is an almost irresistible tendency toward wage equalization. And that is the extent of the promise made.

Every now and then first hand and unimpeachable testimony comes to hand showing how this equalizing process is progressing.

Our contemporary, the Shipping Register, of San Francisco, furnishes some strong testimony in its current issue.

According to the Register the difficulties encountered by foreign ship officers in holding their crews together upon reaching the shores of the United States are well nigh insurmountable. At any rate, the point at issue is well brought out by the mate of a British tramp steamer upon his recent return to London from American waters. He is quoted, in part, as follows:

> Nowadays, practically everybody deserts as soon as we get to the States. Take the last voyage before this one—last August. We sailed from the Tyne for Hampton Roads for orders. Almost as soon as we touched Baltimore nearly all hands beat it ashore. Apart from officers and engineers, out of thirty-five hands only one seaman and three firemen were left—and they only stayed on condition they were put on American wages.
>
> By this United States law a man can demand half the wages due to him as soon as we [illegible]. If the captain refuses the man can compel him to pay him off. But as most of them have had half a month's pay on their advance note on signing on in England there isn't much coming to them after the sixteen or eighteen days across. They either go without worrying about a day or two's pay or put the matter in the hands of a land-shark lawyer. He approaches the captain through the agents, and invariably the agents and British consul advise the captain to pay him off. There's not a chance or chance of getting satisfaction out of the courts.
>
> When a ship is ready to sail the master has to get a crew from the local shipping and boarding [illegible] master—it's the old crimping business all over again, as bad as 'Frisco used to be. The crimp can't demand so much a man, but he comes to the master and says, "This man owes me $200," and the master has to pay.
>
> It's the blood money that's at the bottom of all the trouble.
>
> The substitutes we have to sign on over in the States get American rates of pay and a guarantee that they will either be paid off in America or shipped back as second class passengers, on pay the whole time.

Unintentionally our good friend, the British mate, makes a strong case for the efficacy of the American Seamen's Act. Of course, in order to drive home a single point he feels called upon to bring in the crimping business. But everybody knows that any number of competent and qualified seamen can be had in American ports without expense to the ship and positively without the services of the crimp, provided: (1) the master is willing to pay the going (union) wages of the port, and (2) serves reasonable notice upon the respective union agencies that he wants a given number of men at a given time.

The crimping business and the blood money can flourish only by and with the approval of shipmasters. The blood money never was at the bottom of the trouble. But the foreign shipmaster's cupidity—his anxiety to ship a crew for less than the going wages of the port—that is what creates crimps and resurrects the use of blood money.

To be sure, British shipping interests can scarcely be blamed for desiring to return to the "good old days" when it was the duty of Uncle Sam to catch deserters from foreign ships and force them to return to work under wages and conditions that were a direct menace to competing American ships. Yes, those were "great" times, for the American government in protecting our competitors with their cheap crews was working directly against the interest of American ships and American seamen.

But those good old times have gone—never to return. And shipowners the world over who want to send their vessels to American ports had better become reconciled to the new state of affairs and govern themselves accordingly. By frankly accepting the changed condition they will keep the crimp from their payroll and give some of his usual hire to more deserving men, the seamen who man their ships!

A majority of the U. S. Railroad Labor Board has dismissed the petition for an increase in pay made by the employes of the ferry boats operating on San Francisco bay. The railroad companies operating these ferry boats have recently been authorized to charge a 20% increase in fares, and a 25% increase in freight rates. And now it has been officially decided that none of the ferry boat crews are to receive any benefit whatsoever from these increases. It's a great game this modern shuffling of rates. But the percentage in that sort of play seems to run 99% against the workers.

Whether the immediate object be gained or not, a justifiable strike always succeeds in proportion as it attracts public attention. In this view it sometimes happens that the very failure of the immediate object is an element of success, since thereby the evils complained of are the more clearly demonstrated.

THE LANGUAGE TEST.

Section 13 of the Seamen's Act of March 4, 1915, provides in part as follows:

> No vessel of one hundred tons gross and upward, except those navigating rivers exclusively and the smaller inland lakes and except as provided in section one of this Act, shall be permitted to depart from any port of the United States unless she has on board a crew not less than seventy-five per centum of which, in each department thereof, are able to understand any order given by the officers of such vessel, . . .
>
> The collector of customs may, upon his own motion, and shall, upon the sworn information of any reputable citizen of the United States setting forth that this section is not being complied with, cause a muster of the crew of any vessel to be made to determine the fact; and no clearance shall be given to any vessel failing to comply with the provisions of this section: . . .

A couple of years ago the test was applied to the Chinese crew of the American steamship "China" while in the harbor of San Francisco. As a result of this examination the "China" was compelled to add to her crew twelve seamen (Filipinos) in order to meet the requirements of the law. The same company, however, has continued to employ Chinese in violation of the spirit, if not the letter, of the beforementioned law.

It should be distinctly understood that the language qualification for seamen was adopted not to prevent the employment of Chinese or other alien seamen but as a measure of protection to the traveling public. The appalling loss of life in the wreck of the steamer "City of Rio de Janeiro" right at the entrance to San Francisco bay, some years ago, was directly due to the fact that the vessel was manned by a crew of Chinese unable to understand and execute the orders given by the officers. This is not merely a claim but a judicially established fact. No less an authority than the United States District Court of Appeals, in a case arising from that wreck, held that a vessel the crew of which was unable to understand the language of the officers "is insufficiently manned."

Since the examination of the "China's" crew the Department of Commerce has issued a new official interpretation of those paragraphs in the Seamen's Act dealing with the language test. The changes made were believed to be in line with the objections made by American seamen to the manner in which the language test was applied under the original regulation. And it was hoped that the new regulations would make the language test a genuinely effective measure for safeguarding life and property at sea.

It is to be regretted that hopes pinned on these new regulations have been severely jolted by current events. The American steamship "Nanking" sailed from San Francisco for Hongkong, China, during the past week, after undergoing an examination as to the compliance on the part of the Chinese crew with the language test in the Seamen's Act.

The examination was in charge of Deputy Collector Stone. Captain Butler and Captain Coffin of the Coast Guard Service were present, the former to supervise the examination of the men in the engineers' department, the latter that of the deck crew. A representative of the Sailors' Union of the Pacific, was permitted to be present with the stipulation that he must not interfere during the

course of the examination, that if he had any protest to make, to submit such later to the proper authorities.

This examination was held on December 4, 1920. The ship's officers, heads of each department, conducted the questioning in pidgin English, frequently repeating the questions many times before the required answers were given.

By this method, which was in effect a repetition of the examination held on the steamer "China" under the old regulations, a sufficient number of the crew of the "Nanking" passed the language test.

The next move on the checker board will again have to be made by the American seamen through their representative at Washington.

This much is certain: There will be no quiet acquiescence with any rules and regulations which virtually nullify a statute especially designed to protect and safeguard human life afloat.

RATE FIXING

Various State and Federal boards or commissions "fix" the rates which may be charged for service by public utility corporations.

In California river transportation companies are regulated in this manner—i. e., their rates are fixed by the State Railroad Commission. Whenever they want higher rates established a showing must be made that additional legitimate expenses have to be met. Then, if found justifiable, the Commission issues an order boosting the rates. During September of this year a number of these river transportation companies obtained a boost in rates because, so they pleaded, the cost of labor had increased. During the month of November some of these companies arbitrarily reduced wages. But, of course, they kept right on charging the rates based on the alleged higher cost of labor.

The State Commission, it seems, is unable to make a move in the case unless either the companies or the shippers who pay the rates petition for a rehearing of the case. The workers in this instance are functioning merely as useful and convenient rate boosters. Their wages, when raised, are used as an argument to increase rates. But when wages are reduced the same argument cannot be used. In other words, the workers employed on river boats are just plain goats. They have no redress except such as they are able to obtain through their economic organization —their union!

The labor agreement recently concluded for the trawling branch of the fishing industry of the North Atlantic district and reviewed on page 1 of this issue marks a significant advance, opening up a new period in the conduct of this ancient human occupation. It is so comprehensive that it would probably move one of the few remaining survivors of the old generation of hand-liners, who ran their own boats alone and marketed their own catch, to observe that it includes about everything except a clause requiring fish to bite and setting hours to do it.

Compulsory arbitration: The strangest god in the empyrean of the longed-for.

FIVE WEEKS IN SOVIET RUSSIA

Continuation of Personal Narrative by President Schlesinger of the International Ladies' Garment Workers' Union

It took me five days to make the trip from Kovno to Moscow. We left Kovno on Friday evening, September 24, and reached the Alexandrovsky Depot at Moscow on Tuesday afternoon, September 28. There were four of us in the party.

The entire way from the Russian border to Moscow we traveled in a sleeper. The car bore traces of a luxuriously appointed one—at one time. It had a number of individual compartments, each equipped with electric light, comfortable washing rooms and stands, and plush covered seats. Now only faint traces of its former beauty could be observed; the lights were demolished; the compartment doors opened and closed with difficulty; the plush seats were torn, the broken springs were protruding in an ugly and uncomfortable manner; the toilets were abominable, and, as it seemed, beyond repair. The thin straw mattresses and pillows were so hard that no matter how tired one felt it was almost impossible to rest one's head upon them in the hope of obtaining some sleep.

Nevertheless, when I reached the end of my journey I felt so fresh, prompted by the buoyant spirit of expectations, as if I had only made the trip from New York to Philadelphia. As soon as I got the eye of a porter—who condescended to carry my bag to the droschka for a thousand roubles—and an izvoschik to take me over to the former "Hotel Metropole"—for the paltry sum of six thousand roubles, I made my way to the Commissariate of Foreign Affairs located at that hotel. Santeri Nuorteva, late of New York, who is in charge of one of the most important divisions in the Soviet Foreign Office, gave me certification, countersigned by Chicherine, extending to me the freedom of the City of Moscow, and then I decided to go out in search of some former Americans that I have known.

Nuroteva told me I would get my meals at the Hotel Savoy and that upon my return I shall find a room reserved for me at that hostelry for the period of my entire stay in Moscow. It was 4 o'clock in the afternoon when Nuroteva handed me my "passport," but as the time Soviet Russia had been pushed back fully four hours to save daylight—it was actually only 12 o'clock, and I had practically the entire half-day to look up my acquaintances. "It is 4 o'clock now," Nuorteva remarked to me before I left him. "If you are hungry, I would suggest you come up with me to my hotel and we shall have lunch together. Otherwise, I am afraid, you will go hungry until 9 o'clock in the evening, supper time." I thanked him for his kindness, but refused his invitation. "If I should go hungry," I thought, "I would look into some restaurant for a light repast."

I did not suspect at that moment that for a "greenhorn" like myself it is not such an easy task to find an eating place in Moscow. A few days later, I learned of some places where one is likely to obtain an egg for a thousand roubles, a herring for five hundred roubles, a pound of black bread for four hundred roubles, a glass of tea with two pieces of sugar for two hundred roubles, an apple for one hundred and fifty roubles, ten cigarettes for three hundred and fifty roubles, and a box of matches for two hundred and fifty roubles. I was wondering at first as to whether in view of this giddy cost of things there were any purchasers for these articles in the City of Moscow. But I learned later that there were a lot of people in that city who occupied themselves with speculation and were making big sums of money—of course, until the heavy hand of the "Tchrezvychaika" would fall upon them.

The first person that I was eager to locate was Dr. Max Goldfarb. I had learned several weeks before I left New York that he was known in Moscow under the name of Petrovsky, and that he was the chief of all military officers' schools in Soviet Russia. But neither Nuorteva nor any of his assistants knew Petrovsky's address or telephone, and they advised me to get in touch first with Boris Reinstein and obtain through him the addresses of the former Americans who lived at present in Moscow. Reinstein, who formerly lived at Buffalo, N. Y., is well known in Moscow and occupies an important post in the Commissariate of Labor. I obtained his address and went to see him.

Boris Reinstein received me very cordially and told me many experiences that he had gone through in the almost four years that he had spent in Russia. He was laid up with typhus several months ago and was still weak. He is, nevertheless, happy that he is in Soviet Russia, and he speaks with great enthusiasm about all that the Bolsheviki have accomplished in the past three years.

"We go hungry and we freeze," he told me, "but our souls are warm and contented."

"But, pray," I asked him, "how long do you think you will be able to go on physically like that?"

"We have no such words like 'How long' in our vocabulary," he replied.

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Dec. 13, 1920.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping dull; members ashore plentiful. The following were declared elected delegates to the Twenty-fourth Annual Convention of the International Seamen's Union of America, convening on the 10th day of January, 1921, at Philadelphia, Pa.: Ed. Andersen, Andrew Furuseth, P. B. Gill, Ed. Rosenberg and S. A. Silver.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

Vancouver, B. C., Dec. 6, 1920.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Dec. 6, 1920.
Shipping dull.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Dec. 6, 1920.
Shipping dull.
P. B. GILL. Agent.
84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Dec. 6, 1920.
Shipping poor; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Dec. 6, 1920.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Dec. 6, 1920.
Shipping medium.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Nov. 29, 1920.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Dec. 9, 1920.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping dull; plenty of members ashore. Balloting on officers was proceeded with.

EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Dec. 2, 1920.
Shipping dull. Balloted on officers for the ensuing term.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock. Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Dec. 2, 1920.
Shipping fair; scarcity of messmen and cabinmen. Balloted on officers for the ensuing term.
JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

John Isacson, No. 3, a native of Sweden, age 72. Died at San Francisco, Calif., November, 1920.

Johannes Geo. Nielsen, No. 1482, a native of Denmark, age 26. Died in Alaska, March 5, 1920.

Jacob Olsen, No. 324, a native of Norway, age 31. Died at Portland, Oregon., Nov. 28, 1920.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

THE MANY FOR ONE

"Am FREE!" This laconic, but inspiring cablegram, sent from Rouen, France, to Galveston, Texas, on November 10, 1920, expresses a volume in two pregnant monosyllables.

The cable came from Comrade Herman Baer, or rather from his heart, and was addressed to Mr. Charles F. Bullock, Galveston agent of the Marine Cooks and Stewards' Association of the Atlantic and Gulf.

Baer's terse and exultant message brought rejoicing to thousands of kindred hearts in the Marine Cooks and Stewards' Association, who, for seven long months, had been waiting to know his fate.

For seven months Baer had sat, a sad and uncertain prisoner, behind the gloomy walls of a French dungeon, fearful lest the fatal swish of the bloody guillotine should mark the final episode to his unfortunate career. Under such fateful circumstances it was only natural that his first articulate utterance should be a sigh of prayerful gratitude and heartfelt relief, sparked across the sea to those who had labored so long and unfalteringly for his acquittal and release during his long, dismal term of helpless, almost hopeless incarceration.

The story of Comrade Baer's misfortune can be quickly and swiftly told, but the moral it conveys will live forever.

Comrade Bullock, Galveston agent of the Marine Cooks and Stewards' Association, has kindly sent us the entire proceedings and correspondence in the case for analysis. We do not propose to write a detailed history of the case, nor make it the basis of a criminal novel, but as showing the intense interest taken in Comrade Baer's behalf by the officers and great body of members of his union, we may casually mention, the great bulk of typewritten manuscript submitted to us by Comrade Bullock, much of it written on tissue paper, was bedecked with 30c in [illegible] postage stamps.

This statement will convey a faint idea of the immense amount of work accomplished by the Cooks and Stewards' Association in their tireless and determined campaign to save an unfortunate member [illegible] and ignominious death.

The case of "The Republic of France vs. Herman Baer" is, in some respects, the most peculiar as well as among the most important in the annals of the Seamen's Union Movement on the Atlantic Coast.

Herman Baer, formerly second steward on the S. S. "Mount Evens," was arrested and imprisoned at Havre, France, about May 4, 1920, on a charge of homicide. Baer was accused of wilful murder in shooting and killing a Spanish fireman named Rodriguez on board the vessel named above during an altercation.

After [illegible] months' incarceration in durance vile as an homicide suspect, at Havre, [illegible] November, to Rouen, there to await in the local [illegible] the sitting of the Cour d'Assizes [illegible] was to be tried, on the charge of murder. On November 9 he was acquitted and released from custody, a free and blameless man. There we have both ends and the bight of the tragic tale in two paragraphs, with the usual happy ending to a thrill novel minus the skirt.

But between the initial tragedy and the final sequel to Baer's fearful dilemma are many closely interwoven and inextricably pertinent incidents and incidental factors which alone make the yarn worth spinning, if indeed it could ever have been spun at all. These are the human interest factors which emphasize the moral and adorn the tale.

The evidence in this case is conclusive; testimony there is none. Baer admittedly shot Rodriguez, alleging self-defense in justification of the deed. No one gainsays his testimony. He has therefore been liberated, the dignity of the law upheld, and Justice has been satisfied without blood sacrifice. So from a legal point of view, the dismal chapter is closed. It is only from an historical or liberal consideration of the facts involved that the case becomes at all interesting or instructive.

From a careful perusal of the maze of documents and letters bearing on the case, it appears that on the night of May 4, 1920, Baer, second steward of the "Mount Evens," came on board very late after an evening's enjoyment ashore in Le Havre, and found two Spanish firemen, one of whom was Rodriguez, at the galley door. Immediately upon his arrival, Baer asserts they both greeted him with a truculent demand for a can of milk.

This demand Baer claims he politely refused them on the ground that it was contrary to the express rules of the ship to open the storeroom except at certain stated hours, namely, at 7 and 11 A. M. and 4 P. M. each day. Thereupon, Baer asserts the two Spaniards became very insistent and abusive in urging their demand for milk, threatening him with violence unless he should comply, and calling him vile names.

Unheeding their boisterous threats, Baer says he went directly to his room and closed the door. But upon returning to the galley half an hour afterwards to get something to eat himself, Baer says he was surprised to find the same two firemen still at the door and still in the same bellicose frame of mind. They now attempted to prevent him from getting anything to eat for himself, he states, until he should first comply with their demand for condensed milk, and upon his repulsing them they both became furious and closed in upon him, one drawing a stiletto, the other brandishing a butcher's cleaver, and both declaring their determination to kill him.

In this mortal crisis Baer says he tried to escape from the galley, but found the door latched; therefore, in desperation and self-defense, he drew a revolver from his pocket and fired three random shots; not with intent to kill, he declares, but in the hope of frightening off his assailants and attracting attention to his dangerous predicament. As a result, one of the Spaniards was mortally and the other casually wounded.

Upon leaving the kitchen Baer says he met the first assistant engineer, who had been startled by the shots and hurried to the scene.

When told what had occurred, the engineer tried to get possession of the gun, which Baer still retained, but the latter refused to surrender the weapon to any one except the captain. "Thereupon," says Baer in his statement, "I went to the captain's room together with the third mate, intending to hand over the gun, but the captain and chief engineer seized both my hands and held me while the weapon was taken from my pocket."

Rodriguez died from his wound and his companion was sent to the hospital to be treated and then held as a material witness for the State. But, strangely enough, he left the hospital a few hours before the "Mount Evens" was to sail and is presumed to have gone back on board. Therefore, there was no direct evidence for the prosecution. According to Baer's statement, however, the skipper did all in his power to insure conviction.

It was at this point in the proceedings that the Marine Cooks and Stewards' Association assumed a leading hand in Baer's defense, with the result already announced.

With the return of the "Mount Evens" to Galveston came the first tidings of Baer's plight in France. Whereupon, Mr. Charles F. Bullock, port agent, at once adopted measures for his personal relief and ultimate release from prison. In this cause Mr. Bullock has been ceaseless in his efforts and untiring in zeal to secure Baer's liberation.

The headquarters of the Cooks and Stewards' Association was at once notified of Comrade Baer's arrest, and subscriptions were opened all along the coast to secure competent counsel for him and provide for his personal and pressing needs while he must remain in jail.

In this manner large sums of money were collected both at the headquarters and all the branches of the Cooks and Stewards' Association, and among some of the Marine Firemen's branches as well, all of the sums thus collected being turned over to the Galveston agent in trust for Baer's benefit.

In this way Baer's personal needs and comfort were as well provided for as the circumstances would permit. Comrade Bullock also placed himself in direct communication with the American consuls and prison authorities both at Havre and Rouen, during Baer's confinement in those places, and the pressure brought to bear upon those officials by the evidence of home interest and the backing of a powerful maritime organization undoubtedly exerted a most beneficent effect in his behalf.

But perhaps most gratifying of all, from Baer's point of view, were the fraternal letters of hope and encouragement constantly sent him by Comrade Bullock to assure him that among a mass of other official duties his interests were being

given first attention. Baer's many replies to these cheering letters attest his heartfelt gratitude; for a friend in need is a friend indeed, and who can be in greater need than a helpless brother in a foreign prison?

But the main desire of Mr. Bullock and his fellow members was to secure able, astute and reliable French counsel for Baer and try to effect his acquittal and release.

With this object in view, Mr. Bullock immediately got into communication with M. Grandmaison, a leading member of the French bar, at Havre; and upon being assured as to the gentleman's public standing and professional record, officially retained him to conduct Baer's defense.

But after Baer had been removed to the prison at Rouen, it was necessary to retain new counsel in that region to assist in conducting the defense and plead before the Cour d'Assizes as his special advocate.

For this purpose M. Meteyer was duly retained, and the fees and incidentals of both attorneys were approved and guaranteed by the Association.

How ably and vigorousy the case was defended is attested by the result.

Both counsel deserve to be complimented for their honorable conduct of Comrade Baer's defense; but money makes the mare go, especially in foreign prisons, and Comrade Baer's chances wouldn't have been worth a wet match in a hurricane had he not taken time by the forelock by joining the Marine Cooks and Stewards' Association.

Meanwhile, the entire membership of the Cooks and Stewards' Association had been aroused to the fighting pitch over Baer's unhappy plight, and no pains or expense were spared to alleviate his distress or defend his life.

The amount required for counsel fees was at once appropriated by a regular meeting at headquarters with a rush, and ordered cabled to France at once through Mr. Bullock.

Then early in the Autumn, Mr. William L. Cartledge, general secretary of the Association, acting under special instructions from headquarters, made an official trip to France in Baer's behalf. Brother Cartledge visited Comrade Baer in his cell in the Maison d'Arrest, wherein he was confined at Rouen.

That Brother Cartledge's unexpected visit was a momentous event in the dismal life of the solitary prisoner in Rouen jail is evidenced by the fervent letters of heartfelt gratitude to Comrade Bullock, which immediately followed from Baer himself. While in France Mr. Cartledge took up all the aspects of Baer's case in detail and went into them thoroughly with his counsel, both at Rouen and Le Havre; and also with the French authorities and leading officials of the Honorable, Le Cour d'Assizes, before whom the case was to be tried.

There can be no doubt that Mr. Cartledge's appearance and official interest inspired enthusiasm among the lawyers and authorities as well as hope and happiness in the heart of the miserable and helpless member.

Such in brief are the essential facts and prominent features in the now famous case of the Republic of France vs. Herman Baer, mariner, once in jail but now at liberty, through the mediation of his own comrades and the untiring, unflagging and determined efforts of their organization and officials.

We will respectfully leave it to our readers, especially the self-sufficient non-union element among them, to arrive at their own conclusions and dictate their own editorials on the subject.

If they cannot take a hint until they are kicked it isn't our fault.

Some time ago we took occasion to remark that the International Seamen's Union of America was possessed of a "Continental stride and an International reach." If there still remain any misguided, addlepated, mole-eyed numbskulls among us who still feel inclined to question the self-evident truth of that broad statement, we most respectfully refer them to Comrade Herman Baer of the Marine Cooks and Stewards' Association of the Atlantic and Gulf for further enlightenment and practical instruction on the subject.

JAMES H. WILLIAMS.

THE OLD MAN ON THE POOP

The presence of President A. Furuseth at the regular meeting of the Eastern and Gulf Sailors' Association on November 29 was the high signal for a crowded and enthusiastic gathering, as it always is.

Brother Furuseth entertained us for some time with a brief description of his recent tour of instruction along the Pacific Coast, and then amplified it with a pertinent discourse for our own benefit.

Mr. Furuseth's sage and solemn advice and serious admonitions made a deep and impressive and, we hope, a lasting effect upon the meeting.

After adjournment an impromptu mass meeting of those present and other late arrivals was held, at which Comrade Furuseth was given a better opportunity to enlarge upon the various topics of primal interest to seamen at the present juncture than that afforded by the regular business meeting.

The most important as well as the most significant feature of the meeting was the eagerness of the younger generation of seamen to listen to Mr. Furuseth's views and wise exhortations. Which goes to show that the rising generation of manjacks appreciate genuine and authoritative counsel.

J. H. W.

Comrade G. H. Brown, coast instructor of the Eastern and Gulf Sailors' Association, reported to the meeting the successful results of an Eastern speaking tour, including Boston, Portland and Providence in his recent itinerary. The report was received and approved and the program ordered to be continued. Comrade Brown now proposes to conduct a special series of open meetings in and around New York before going farther afield again.

Education, like childhood and charity, should begin at home, and there is no port in the world so badly in need of Comrade Brown's intensive instruction as New York. It is as full of Holy Joes, devil dodgers and crimps as the woods are full of jackals, and the seamen must be taught the best methods of smoking the detestable varmints out.

Comrade H. P. Griffin, president of the Marine Cooks and Stewards' Association, left here recently on a special speaking and organizing tour through the Southern ports. It was originally intended that Comrades Griffin and Brown should tour the coast together—they would surely have made a team—but the enforced absence of Secretary W. L. Cartledge while in Europe on other important missions for the Association, tied Mr. Griffin down to his desk for the time and thereby interrupted his plans. We bespeak for Comrade Griffin a loyal and sincere reception and respectful and earnest attention from seamen of all classes wherever he may appear.

We see by the minutes that President Furuseth was present at the regular meeting of the Baltimore branch of the Eastern and Gulf Sailors' Association on Nov. 30, the meeting having been postponed one day in anticipation of his visit. Old "Shanghai" Brown ought to be glad he's dead; if he were alive to-day he would find this world a —— sight colder than the other place is hot.

Comrade Percy J. Pryor, general secretary of the Eastern and Gulf Sailors' Association, couldn't afford to pay rent in Manhatten, so he has bought a house in New York. Brother Percy is only following the same policy which entrenched landlordism forced his organization to adopt six months ago. We wish him long life and happy days in his new domicile.

AGE OF THE EARTH.

A geologist describes by means of a graphic chart the comparative lengths of the different periods of the age of the earth. He places the age of the earth arbitrarily at 72,000,000 years, represented by a clock dial of twenty-four hours—3,000,000 years to each hour.

On the above basis the first six hours of the clock represents Azoic time, the earliest conjectural period of the earth's formation—18,000,000 years; the next six hours Eozoic and the next eight Paleozoic time—18,000,000 and 24,000,000 years, respectively—periods of mineral and vegetable formations. In the next three hours animal life developed—Mezozoic time, 9,000,000 years—that is, from the twentieth to the twenty-third hour. Thus the last hour of the twenty-four—3,000,000 years of geologic time—represents Neozoic time, which includes the appearance of human life in the Quaternary period.

This last division of the twenty-four hours, the Quaternary period, is shown as only ten minutes—in other words 500,000 years. The existence of human life on the earth, therefore, bears the same relation to the age of the earth as ten minutes does to twenty-four hours. But since the period of written history is estimated roughly at only 6000 years, this last division is not shown on the chart, since it would only be twelve seconds in duration. —Scientific American.

Japan trebled its output of coal between 1901 and 1917, producing 29,000,000 tons in the latter year. In 1917 there were 187,000 Japanese underground coal workers.

OUR WASHINGTON LETTER.

(By Laurence Todd)

Caught between unemployment and business stagnation on the one hand and a flood of half-famished immigrants on the other, organized labor in the United States faces a hard winter.

Congress is trying to work out a scheme for restoring business, without sacrificing any of the power now exercised by bankers, manufacturers and investors as against the workers. If it must choose between a general panic and the adoption of industrial democracy in any considerable degree, organized business will probably take the panic. Organized labor is not yet making a great effort for industrial democracy as a way out of the existing trouble.

Immigration is a factor which the labor movement finds more easy to deal with. When jobs are scarce, it is a simple thing to appeal to Congress to shut out any foreign claimants for these jobs. That is what the labor movement now proposes, and the House Committee on Immigration agrees that it should be done. Complete exclusion of immigrant labor for a period of two years is the plan which the House will be asked to adopt, this session. If reports from American consuls and newspaper correspondents in Europe are to be relied upon, such legislation is necessary if the coming of millions of workers from Central and Southeastern Europe within the next year is to be prevented.

A well-organized opposition to this bar to immigrants is now in the field. It is financed by the Dupont interests, and is known as the Inter-racial Council. Its object seems to be the bringing in of further supplies of cheap labor, to be played off against the organized workers in the basic industries. Greeks, Bulgars, Slovaks, Poles, Serbs, Syrians—any and all races will be welcomed by this organization, and their feuds and nationalistic hatreds, the one or the other group, will be welcomed with them. So long as the European war can be continued, through mutual jealousies and quarrels, in the steel and powder and textile and dye and coal and other industries, industrial organization and industrial democracy can be kept out.

Where formerly the radicals in the American labor movement were doubtful or hostile to the exclusion of European workers, now they are inclined to look with favor on the proposal that the workers of Europe be compelled to face their own problems in their own countries and settle them there. While they would maintain the right of political asylum in America for refugees from such countries as Hungary, where the life of no trade unionist is worth a penny, they would discourage the wholesale migration of German or Polish or Greek or Italian workers who have a chance to vote and to organize to better their conditions at home.

President Wilson, it is assumed, will veto any bill passed by this Congress to stop immigration. However, the existing law was passed over his veto, and his influence was never so weak at the capitol as it is now. The two-thirds majority which can override his veto will be ready, if the Senate and House leaders permit the immigration measure to come upon the floor for a vote.

If the bars are put up, and if several million workers in Europe are thereby forced to remain at home, trade unionism in America will have a better chance to work out its own line of defense against the anti-union employers and the business collapse, while the would-be immigrants will be stimulated to do something to make Europe safe for the working class.

How bad the business situation has grown was indicated by the testimony of Secretary of the Treasury Houston, before the Senate and House Committees on Agriculture, in joint session. Houston declared that the country would not be justified in doing anything to turn back the downward trend of prices, but must protect itself from a far worse disaster by enduring the pinch of "readjustment." Any attempt by the Government to loan money to Germany or other countries, in order to finance them in resuming production, so that they may trade with us, he opposed. He said, that if the Government embarked upon any such "unsound" policy, it would probably soon find itself in the same condition as are the foreign governments. The thing to do, in short, was to bend before the storm, and hang on.

W. P. G. Harding, governor of the Federal Reserve Board, suggested that if people would stop worrying over what they owe the banks, and "let the banker walk the floor" worrying, business would soon begin to recover. He predicted a "stabilization" of prices in January, with a return of buying and a resumption of production following in due time. He made the pointed suggestion that the bankers don't want to sell out the business men and farmers at sheriff's sale; they want only to get a reasonable assurance that their loans will be paid after the depression has run its course. While he did not recommend a moratorium, he seemed to have that idea in mind as a desirable means of avoiding a severe panic.

Independent steel manufacturers are laying off men in some plants, and are cutting the working hours from twelve to eight in others. This eight-hour shift is only temporary, of course, and is adopted in order to hold the plant organization together for a while. If business continues bad—as is likely to be the case for some months—then most of the men will finally be dismissed. The same is true in other basic industries in the East.

This financial and industrial collapse has gone so far that the incoming Republican administration will have to devote itself almost exclusively to finding remedies, or evading them. It will have no time for a general onslaught upon the labor movement. The Clayton Act and the Seamen's Act are safe—for a while at least. Since the farmers and the borrowers have learned how to go on strike, and since the small business men and small bankers are daily slipping toward ruin, the financing of wars upon organized labor is more difficult than it was a year or two ago. War profits, contributed so freely to every reactionary scheme that came along, are shrinking and disappearing as the speculative market sags and breaks, carrying down with it to ruin its daily hundreds and thousands of petty profiteers.

Because labor is beginning to come to the surface of the tide that overwhelmed it in November, the talk of the probable selection for Secretary of Labor in the Harding cabinet takes on new interest. It may be wholly a coincidence, but since the adjournment of the executive council of the American Federation of Labor there has come a great deal of quiet talk of the probable naming of Vice-president James Duncan of the American Federation of Labor for that post.

At first blush the suggestion seems absurd. Duncan is a lifelong associate of Samuel Gompers, and a member of the executive council which made so desperate a fight against Harding. He was sent by President Wilson to Russia in 1917. He was nominated by President Wilson to the Interstate Commerce Commission last spring, and the Republicans in control of the Senate have never confirmed him for that job, although he is a Republican. Moreover, he comes from Massachusetts, which has already the certainty of one member of the cabinet—former Senator Weeks, who will head the Navy Department.

But in favor of Duncan it is urged that he has the support of Senator Lodge of Massachusetts; that he is the oldest, most level-headed, experienced, representative and the best administrator among all the trade unionists who have been suggested for the place. It is pointed out that, after all, Harding knows he must have some man in his cabinet who has the confidence of a large body of the workers. And finally it is remarked that Duncan has never been a sincere follower of Mr. Gompers, but has led the opposition—such as it was—in the council. He was the candidate who came near being nominated against Mr. Gompers at the Boston convention some years ago. So there is no certainty that, if placed in the cabinet, Duncan would follow the advice of the head of the American Federation of Labor who did his utmost to prevent Harding's election.

These suggestions have come from various sources near the executive council of the American Federation of Labor since its session ended. Only the members of the council know whether the matter was brought up there.

Chances of political preferment for President Hutcheson of the Carpenters, who was one of the Harding partisans, seem to have sunk to zero. Hutcheson sent a telegram of defiance to the National Adjustment Board for Jurisdictional Disputes in the Building Trades, refusing to discuss or obey the decision rendered in favor of the Sheet Metal Workers against the carpenters as to installing metal window frames. The board voted to go ahead with its work in this case, and to let Hutcheson outlaw himself and his organization if he and the carpenters chose to do so. His message set at naught his previous agreement to abide by decisions within the building trades. He has been an active member of the board, and has helped to enforce decisions against smaller unions. By starting a feud with the entire Building Trades Department—which is in effect what he has done—and by continuing to refuse to abide by the decision of the American Federation of Labor conventions in the dispute with the machin-

ists, the head of the carpenters has chosen a rocky road.

Meanwhile the question of the refusal of the American Federation of Labor to affiliate with the International Federation of Trade Unions bobs up again, with the announcement that Edo Fimmen, its general secretary at Amsterdam headquarters, will visit the United States next summer. Fimmen wants to talk to mass meetings and conventions of labor, to explain just what is the position of the International, and to plead with the Denver convention, in June, for a vote instructing the executive council to affiliate. He will argue that the Amsterdam body is not so radical as to give good cause for worry to conservative American labor officials; that if they want something to worry about, they should look at the labor international formed in Moscow, which denounces the Amsterdam international as "reactionary."

LARGE JAPANESE FAMILIES.

There are very few American families in which there are as many as ten children, and most Japanese families are small because their parents have not lived in this country long enough to produce large families. Registrar L. E. Ross of the Bureau of Vital Statistics of the Board of Health has discovered at least two Japanese families, however, in which ten children have been born to the parents. One of these families is in San Francisco and the other is in San Joaquin County. The San Francisco Japanese mother is thirty-eight years old. A tenth child has been born to her recently and eight of her children are now living. The mother living in San Joaquin County is forty-five years old. Her tenth child was born in April and six of her children are now living.

FIVE WEEKS IN SOVIET RUSSIA

(Continued from Page 7.)

"But this is merely a phase," I attempted to debate with him, "human beings that are hungry, cold and worn out bodily cannot work and produce."

"You are right," he told me, "and that is why we are constantly appealing to the workers of the whole world that they aid in the lifting of the blockade against us and that their governments do not incite any more wars upon us. After we have got through the blockade and the constant warring, we shall have enough bread and coal. Then we will produce sufficiently and work in peace."

"The fate of Soviet Russia, then, depends on the action of the governments of other countries; what will happen, for instance, if the blockade is not lifted and the wars do not cease?" I inquired further.

"We shall continue to do then what we are doing now: We will starve, freeze and fight, fight and go hungry. The working classes of Russia will not give up the fight until capitalism and militarism have disappeared from the face of the globe."

"But that might last God knows how long," I retorted.

"Our children will continue the fight with even greater ardor than ourselves. If this task proves beyond our own strength, our children will consummate it. You ought to visit our children's schools and their homes and observe for yourself how we educate the young. That is going to be a generation of fighters!" he exclaimed with enthusiasm.

Reinstein gave me Dr. Goldfarb's address and telephone and also promised to get me in touch as soon as possible with Lenine and Tomsky, the President of the "All-Russian Trade Union Federation of Soviets." I immediately attempted to get in touch with Goldfarb-Petrovsky, and succeeded shortly. I must say that the telephones in Moscow work almost as good as in New York. After fifteen minutes of holding the receiver I heard Goldfarb's cheerful "Hello!"

"You must come to see me today," he told me in English.

"All right, I shall come up presently," I said with satisfaction.

"Oh, no, not at once," the voice came back. "I am awfully busy just at present. Suppose we make it tonight at twelve?"

I thought at first that he was joking or that I did not hear him right, and I inquired again about the hour.

"At midnight sharp," he replied, "at my residence, No. 6, Bolshaya Sadovaya."

"Can one go out visiting at such a late hour in Moscow?" I asked in wonderment.

"In Russia it is not at all a late hour," he attempted to reassure me, "our time has been moved back fully four hours."

"But you rise four hours earlier in the morning, don't you?" I insisted.

"Don't ask so many questions," he replied, "I am too busy to answer them at present. Goodbye and remember—twelve o'clock tonight!"

After I had spent a few days in Moscow I learned that the midnight hour was quite an ordinary hour for visiting in that city. My appointment with Lenine was also for twelve o'clock at night. Nuorteva made me meet him once at one o'clock at night. One need not fear to go alone in the streets of Moscow at a late hour, and the stories that are being circulated on the continent and America that one is not safe with his life if he ventures out at Moscow at night—particularly if he wears good clothes—are pure fiction. I am inclined to believe that it is much safer to walk the streets of Moscow at night than the streets for instance of Chicago. I frequently walked during my two weeks' stay as late as three o'clock in the morning, all alone, wearing a good overcoat and with a gold watch and chain on my body and no one ever annoyed or even stopped me. Neither did I hear of anything like that happening to any one else.

When I made the appointment with Goldfarb-Petrovsky the hour was half past five. The day was still bright and the weather very inviting. So I went out to make my first acquaintance with the city.

Moscow is an unusually beautiful city. Her main streets are paved with asphalt and rows of trees adorn the sidewalks. Wherever one casts an eye he meets imposing cloisters of remarkable architecture and splendid squares and parks. able architecture and splendid squares and parks. These streets have not been fixed in six years now, and the buildings have not been renovated or painted. The exterior plastering on some of these has fallen off and some look quite dilapidated. Nevertheless, the city still looks remarkably beautiful, particularly toward evening, when the sun sets upon the enormous gilded cupolas and the church steeples are bathed in the rays of the parting daylight.

Of all the "forty-times-forty" churches in Moscow not one, to my knowledge, has been desecrated. Yet all of them stand there as if in exile, as if in mourning after their lost paradise, though intact and unharmed. In the early days of the Bolshevist Revolution the churches indeed passed through days of danger. There was heard in the streets of Moscow the clamor: "Down with the churches!" but the enraged mass of revolutionists only damaged the cupolas of one church. The leaders of the revolution issued at once strict orders not to damage the churches and their command was scrupulously obeyed.

So the churches stand in Moscow as before and their bells ring out chimes as in the days that preceded the revolution. At the entrances of the cloisters, masses of old and young, men and women, stand daily on their knees crossing themselves and praying. The streets of Moscow are quiet these days; there are few street cars and still fewer automobiles; the newsboys disappeared from the streets, too. And the steady chiming of the innumerable church bells imparts a peculiar sadness and yearning that weigh heavily upon one's heart.

The streets in Moscow are kept much cleaner than the streets of Philadelphia, Chicago or Boston. They seem to be constantly swept and cleaned. As one must do some work in Moscow in order to be entitled to a ration of food, and as there are thousands upon thousans here who know no trades and who are physically too weak for other work (as is the case with many middle-aged women), these are being given brooms and are sent out to clean the streets. Some streets are being cleaned several times a day.

As I walked out into the Tverskoy Boulevard, I forgot completely, for a few minutes, that I was in Moscow, the capital of the Bolsheviki. This street is remarkably beautiful and kept immaculately clean. The wide sidewalks were crowded with people, and great signs with gilded letters adorn every building. From the first glance I thought this street appeared very much like the Leipzigerstrasse in Berlin. After I had taken a second look at these buildings and observed that most of them were empty and their main entrances boarded up, and that most of the men and women walking along the boulevard were carrying food bags with them—either going to or coming from the bread lines—and that every face was clouded with grave mien, without smile or laughter, I perceived a feeling of waking up from a heavy nightmare.

(To Be Continued)

International Seamen's Union of America

(Continued from Page 5)

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Labor News

It is stated that New England textile industries, employing 300,000 workers, have reduced their output one-half from the 1919 standard. Some mills have shut down and others are being operated on a 20 per cent basis. The bosses' strike is given the fancy title, "curtailment of production."

"With its present scale of wages the Government is unable to compete successfully with the commercial world," said Adjutant General Harris in his annual report. The army official insists that the Government cannot expect to retain its best employees indefinitely, because, in justice to themselves and their families, they must accept the larger opportunities offered to them outside the Federal service, unless the Government decides to readjust salaries.

"Show that you have the moral courage to go to jail, if necessary," said President Barrett to members of the Farmers' Educational and Co-operative Union of America. The farmers' executive made this appeal in connection with the movement to hold products for higher prices. It is claimed that Federal agents are collecting evidence to use against the farmers. Efforts of the farmers toward co-operation, Mr. Barrett said, have met with strong opposition from the first. He charged that efforts have been made to prevent the farmers from buying collectively.

The Tennessee Manufacturers' Association will hold a convention to establish the non-union shop. The calls states that "we want to say to you frankly that a serious situation confronts us at the next session of the legislature." The manufacturers have in mind the defeat of Governor Roberts by organized labor at the last election. The bosses are alert to the effect of this unexpected defeat and plan to stiffen the backbone of their political agents. The organized workers are preparing to meet the attack and declare the Roberts' medicine will be handed others.

The kept press in West Virginia is attempting to discredit officials of striking coal miners and C. F. Keeney, president miners' district No. 17, replies: "As long as I can hear the howls of the jackals on my trail I know that I am going in the right direction." The miners have been evicted from company houses and their household goods have been thrown on the public highways by armed guards and Baldwin-Feltz detectives. The union has secured tents, and several thousand women and little children are faced with the rigors of winter while housed in this manner.

Immigrant education was the subject of a strong endorsement by the New York State Federation of Labor in August. The Education Committee of the Federation endorsed the educational program of the State in this respect and, to secure immediate results, requested each local union and central body to appoint a special committee of three on Americanization to assist the Federal, State and local authorities in enforcing the compulsory attendance of non-English speaking and illiterate minors, and urge the provision of more facilities for adults by having school boards provide proper financial aid and equipment.

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INFORMATION WANTED

Victor Bono is anxious to ascertain the whereabouts of his brother, Eugin Bono, a native of Norway. Kindly communicate with the above party at 59 Clay street, San Francisco. 11-24-20

Portland, Or., Letter List

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Ahlstrom, Killan F.	Leisig, John
Ahlstrom, Ellis	Lovell, G.
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Rights and Duties of Merchant Seamen

SEAMEN, have you got a copy of Axtell's new book, "Rights and Duties of Merchant Seamen"? It deals with income tax, how to become a citizen, contains a complete digest of the Constitution of the United States and amendments, the famous Thirteenth Amendment, declaring that men shall not be compelled to do involuntary servitude under the laws of the United States; a history of the great fight made by organized seamen of America for liberty, how that liberty was obtained and is now expressed in our statutes and is buttressed by the foundation of our Government itself, the Constitution of the United States. This book contains a complete digest of the Constitution of the United States. It contains a complete digest of the Statute of the United States pertaining to seamen, officers, consuls and owners, their rights and duties to themselves and to each other; the subject of wages, overtime, salvage, personal injury, discharge in foreign ports, wrongful and proper; questions of discipline; rights and duties of consuls are fully set forth in this little volume of one hundred pages.

The actual cost of publication is 65c. The price is $1.00 in single copies. In orders of ten, a discount of 10% is allowed. In lots of twenty 20% is allowed, in lots of twenty-five 25% discount, in lots of one hundred 30% discount. In other words, in lots of one hundred there is 5% to cover cost of shipment.

The author, Silas B. Axtell, Attorney for the International Seamen's Union of America, in nine fights before the Supreme Court of the United States to enforce the Seamen's Act, Attorney for the Seamen's, Firemen's and Cooks' organizations in innumerable legal battles, is the leading authority on the law pertaining to seamen.

There are only 2000 copies of this book to be disposed of. They are going at the rate of 250 per week by mail order alone.

This is what Harry Olsen, who initiated Mr. Axtell into the Sailors' Union of the Pacific before he went on board the "West Calumb" as ordinary seaman in September, 1919, says:

"Your book, 'Rights and Duties of Merchant Seamen,' ought to be in the hands of every seaman. Knowing the law would settle a good many disputes which now arise. I will do my best to further the sale of the book and to start with I enclose P. O. Money Order for $20.00 for which kindly forward twenty books as soon as you can."

The following is quoted from a letter just received from Frank Manning, an American Seaman, who met with a serious accident on board an American ship. After stating the facts in his case and asking for assistance and advice, he says:

"Orunds Hospital, Copenhagen, Denmark, October 27, 1920.

"As I am not up in the Maritime Law whatever and do not pretend to know the least thing about it, it is no good for me to get into any arguments over here with these people because an uneducated person cannot cope with them. Well, Mr. Axtell, hoping to hear from you and hoping this finds you in good health, I am

"Respectfully yours,

FRANK MANNING,
Copenhagen, Denmark."

Every seaman should have one of these books, "Rights and Duties of Merchant Seamen."

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Home News

The report of the Mergenthaler Linotype Company for the last fiscal year shows net profits of $2,430,731. This is equivalent to $18.99 a share on the $12,800,000 capital stock, as against $12.76 a share the preceding year.

Sales of the F. W. Woolworth Company during October, amounted to $13,243,233, as compared with $10,645,543 in October of last year. This concern operates a chain of 5 and 10-cent stores throughout the country.

Following the cold-blooded murder of two San Francisco police officers and the sheriff of Sonoma county (Cal.), three notorious San Francisco gangsters were taken from the county jail in Santa Rosa at midnight, Dec. 9, and lynched. All three were hung on the same tree. No identification of those who participated in the lynching has been made to date.

There are in Georgia 8,000,000 acres of land in an unproductive state for lack of drainage, said Andrew M. Soule, president of the State College of Agriculture, in an address before the National Drainage Congress. The speaker estimated that it would cost approximately $150,000,000 to reclaim the land, and he advocated issuing State bonds. He said taxes on the improved land would pay back the drainage cost in about 25 years.

The report of the Packard Motor Car Company for the last fiscal year shows net profits available for dividends of $6,395,468, an increase of nearly $1,000,000 over the preceding year. The company also reduced its liabilities more than $4,000,000 and increased its inventory account nearly $11,000,000. It has a reserve of $2,500,000 to guard against possible shrinkage in the value of materials, and has a surplus of more than $20,000,000.

Regarding the paper shortage as a matter of public concern, the provincial government of Ontario has announced its plan to erect and operate a pulp mill near Fort William, using power from its Nipigon hydro-electric development. Sawmills, a paper mill and kindred industries in the publicly owned woods on the north shore of Lake Ontario are included in this undertaking; in short, the plan comprises the scientific operation of an immense forest reservation, including a block of 8,480 square miles, with installation of modern fire protection and reforestation methods.

Los Angeles negroes feel that they have won an important legal victory in the award of damages to a colored boy for refusal of a moving picture house to let him select his own seat after having paid for a ticket. In this as in other California theaters it has been customary to segregate persons of dark skin on one side of the house. The defendants, in appealing the case to the supreme court of the State, attempted to prove that the manager had acted without instructions and that, as a matter of fact, the plaintiff had been excluded from a section of the theater because he was a minor. The Supreme Court held, however, that clearly the defendant had been refused a seat because of his color, and that this was contrary to sections 51 and 52 of the Civil Code.

Domestic and Naval

The British S. S. "Mobile," ex "Cleveland," 16,960 tons gross, 10,267 net, built at Hamburg in 1908, and owned by the British Shipping Controller, is reported sold to the Embiricos Bros., Athens.

The Norwegian S. S. "Hjeltefjord," ex "Filomachi," ex "Queen," 3,347 tons gross, 2,146 net, built at Sunderland in 1894, and owned by A/S Damps, Hjeltefjord, Christiania, is reported sold to Spanish owners for £68,000.

The British tank S. S. "British General," ex "Georgian Prince," 3,245 tons gross, 2,078 net, carries about 4,700 tons deadweight, built at Newcastle in 1893 and owned by the British Tanker Co., London, has been sold foreign for about £187,500.

The S. S. "Maryanne," ex "Liberia," ex "Curityba," 2,518 tons gross, 1,583 net, carries about 3,300 tons deadweight, steams about 8 knots, built at Hamburg in 1887, and owned by the Maryanne Shipping Co., Inc., New York, is reported sold to Greek owners.

The Shipping Board has rejected the bid of $1,176,000 for the ex-German S. S. "Black Arrow," 7,050 tons, made by the Polish-American Navigation Co. of New York. The offer for the "Black Arrow" and "Orion," 5,610 tons, by the Oriental Navigation Co., has been withdrawn.

Leading Danish banking and shipping firms are engaged in establishing a shipping trust to include the various tramp shipping concerns in Denmark. The amalgamation, with a joint capital of Kr. 300,000,000, is to be centered round the United S. S. Co. of Copenhagen.

The former German S. S. "Kigoma," 8,156 tons gross, 4,831 net, 15 knots, built at Hamburg in 1914 and "Ypiranga" (ex Ger. s.s.), 8,103 tons gross, 4,907 net, built at Kiel in 1908, have been sold by the British Shipping Controller to the Anchor Line, Glasgow, and renamed "Abyssinia" and "Assyria," respectively. Each boat carries 150 passengers.

The Australian Prime Minister reports that in spite of the bitter opposition of the British Conference Line, the Government-owned Commonwealth Line has received a fair share of support. The Conference is said to have threatened shippers with refusal of space if shipments were made on Commonwealth steamers and to have in some cases carried the threat into effect.

During November, 29 American vessels arrived at London, the largest number in the history of the port, 27 were cleared. The average stay in port, except one vessel in dry dock, was 10 days compared with 18 in November, 1919. Bristol transport workers' strike, causing transport workers strike, causing [illegible] to be diverted to other ports for discharge. Congestion is increasing at Cardiff, which is still suffering from strike effects. Many British vessels were cleared in ballast for American ports for coal cargoes, 20 coal loading during the past week. Edinburgh reports coal exports and bunkers for week double those for the corresponding week of 1919. Manchester port not fully occupied, quick discharge port 14s, and bunkers satisfactory. Newcastle reports tugboat strike continues but some tugs breaking away and bunkers scarce. Other ports are normal.

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JUNE 30, 1920

Assets	$66,840,376.95
Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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Pattersen, Frank
Pedersen, Anders
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Travers,
Tillsten, Jack
Williams, J. D.

INFORMATION WANTED

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

A. J. Storrs, Port Captain of the Admiral Line, Seattle, Wash., is anxious to ascertain as to the whereabouts of the following members who were on Board the S. S. "Governor," in June, 1917: J. L. Tarte, Andrew Westman, L. G. Daniels and W. S. Johanson. 12-1-20

If anyone knows the whereabouts of Arthur Kasper, a member of the Eastern and Gulf Sailors' Association, kindly communicate with S. Alexanderson, Box 571, Portland, Me. 11-17-20

Dirk Land, or anyone knowing his whereabouts, will please communicate with Ed. Timmerman, 49 Reid street, Brooklyn, N. Y. A sum of money is held for him by me. 12-8-20

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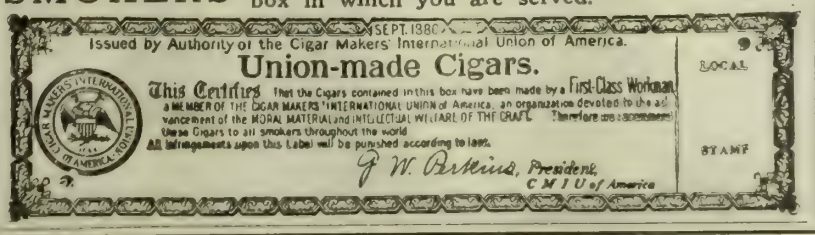

News from Abroad

Since the Armistice the British Admiralty has sold 1,231 serviceable vessels for £10,024,000 and scrapped 638 more, which realized £3,464,000.

The Italian battleship "Carraciolo," launched last May, has been sold to the Navigazione Generale Italiana, Genoa, for conversion into a trans-Atlantic liner.

The Pacific Steam Navigation Co. has established a service between Rotterdam and the west coast of South America. It is stated that the new line will serve Holland, the Rhine Valley, Basel, and Zurich.

The Claymore Shipping Company, Cardiff, which owns four boats of about 18,000 tons d.w. in all, shows for a 15 months' period to September 30, 1920, a net profit of £112,925 out of which the directors pay a dividend of 15 per cent. The company's four boats are valued at just over £25 to the ton d.w.

The former German raider "Moewe," which was surrendered last May under the terms of the Peace Treaty, is now a fruiter and under the name of "Sungo" carries bananas from Jamaica to England in the service of Elders & Fyffes, Ltd. The "Moewe" was originally built for the fruit trade, but was requisitioned by the German Government before she was put in commission. A sister-ship, the "Pionier," has also been taken over by Elders & Fyffes.

The Nautilus Steam Shipping Company of Sunderland, whose fleet aggregates 49,664 tons gross, shows a net profit for the year to June 30, 1920, of £265,854, after deduction of taxes and commission of £38,926 paid to the managers. The dividend for the year is at the rate of 22½ per cent., against 30 per cent. paid for the two preceding years, 39⅓ per cent. for 1916 and 31 per cent. for 1915. The issued capital of the company amounts to £318,100 and the fleet is valued at £927,086.

Better films are demanded by British motion picture theaters, of which there are some four thousand. Complaining that Great Britain has been made the dumping-ground for inferior American films, prominent exhibitors have recently formed the Exhibitors' Co-operative Association of Great Britain and Ireland to buy and distribute their own pictures. The membership at the start was three hundred, with prospects of soon including one thousand. Objection is taken not only to the quality of American films but also the booking system which forces exhibitors to subscribe to a large number of inferior films they do not want for the purpose of securing the good ones.

New relief and reconstruction credits, amounting to over $50,000,000, in the form of food, raw materials and transport services, by the governments of Denmark, Great Britain, Holland, Norway, Sweden and Switzerland, were arranged at the recent Brussels conference of the International Committee for Relief Credits. Other governments, especially the French, the Argentine and the Canadian, have further credits under consideration. The beneficiaries of this organization are Poland, Czecho-Slovakia, Jugo-Slavia, Rumania, the Baltic states, Armenia, Georgia, Austria and Hungary. The United States, though no party to this agreement, is collaborating with the committee.

With the Wits

"I shall marry a girl my exact antithesis." "You have plenty of chances. There's lots of intelligent girls about."—Christiania Kersaren.

"I see where they christened some destroyers with cider." "I suppose that was to pledge them always to be in apple-pie order."—Baltimore American.

Romantic Parent—Some still maintain they can see people smuggling on this beach at night. Little Boy—Yes. I know. Grandma said it's disgusting.—London Mail.

Wife—Richard, do you know that you are in the habit of snoring? Hub—Am I? I am sorry to hear it. Wife (dryly)—So am I.—Boston Transcript.

"Curious marriage, wasn't it?" "How curious?" "The bride was given away and the girls say the groom threw himself away."—Boston Transcript.

"I met your husband today and he was telling me that he is in love with his work." "Was he, indeed? I must take a look in at the office."—Louisville Courier-Journal.

Landlady—Don't be afraid of the meat, Mr. Grant. Grant (a new boarder)—I'm not afraid of it. I've seen twice as much meat, and it didn't frighten me a bit.—London Royal Magazine.

"I see a man was excused from a jury because he frankly said he thought he didn't have sense enough to serve." "His frankness was, perhaps, commendable, but I'll wager both sides were sorry to lose him."—Kansas City Star.

"What do you think of that new clerk of yours who looks like a movie star?" "He seems to have made quite an impression on our fair stenographers," said the tired business man. "You didn't hire him to break hearts, I hope?" "No, but competent stenographers are hard to get. If I can keep him from showing favoritism, I may be able to hold my present force together for at least six months."—Birmingham Age-Herald.

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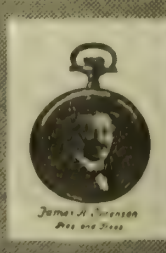

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VOL. XXXIV, No. 16. SAN FRANCISCO, WEDNESDAY, DECEMBER 22, 1920. Whole No. 1732.

THE STEAMBOAT INSPECTION SERVICE

Summary of Annual Report by Supervising Inspector General

The work of the United States Steamboat Inspection Service in practically all its phases is of direct and personal interest to every American seaman.

Since July 1, 1903, the Steamboat Inspection Service has been under the jurisdiction of the Department of Commerce, having been transferred from the Treasury Department. The present chief of the Inspection Service is George Uhler.

Under the law, Mr. Uhler, the Supervising Inspector General, is charged with superintending "the administration of the steamboat inspection laws" and to "produce a correct and uniform administration" of said "laws, rules and regulations."

A summary of the activities and statistics of the Steamboat Inspection Service, gleaned from the annual report just issued, is published on this page.

The force inspected and certificated 8,051 vessels with a total gross tonnage of 15,621,399, of which 7,736 were domestic vessels with a total gross tonnage of 12,741,807, and 315 were foreign passenger steam vessels with a total gross tonnage of 2,879,592. Of the domestic vessels, there were 6,418 steam vessels, 704 motor vessels, 23 passenger barges, and 591 seagoing barges. There was an increase of 644 in the total number of vessels inspected, and an increase of 4,059,233 in the total gross tonnage of vessels inspected as compared with the previous fiscal year. Letters of approval of designs of boilers, engines, and other operating machinery were granted to 26 steam vessels with a total gross tonnage of 600. There were inspected for the United States Government 82 hulls and 2,096 boilers. There were 2,417 reinspections of vessels.

Licenses were issued to 33,614 officers of all grades. There were examined for visual defects 11,324 applicants for license, of whom 108 were found color-blind or with other visual defects, and rejected. Certificates of service were issued to 18,478 able seamen, and 1,598 were rejected. Certificates of efficiency were issued to 8,323 lifeboat men, and 661 were rejected.

Steel plates for the construction of marine boilers to the number of 5,733 were inspected at the mills, and a large amount of other boiler material was inspected. There were examined and tested 226,110 new life preservers, of which number 3,009 were rejected.

The total number of accidents resulting in loss of life was 192. The total number of lives lost was 470, of which 42 were passengers. Of the lives lost 145 were from suicide, accidental drowning, and other causes beyond the power of the Service to prevent, leaving a loss of 325 lives as fairly chargeable to accidents, collisions, founderings, etc. There was a decrease of 73 in the number of lives lost as compared with the previous fiscal year. Passengers to the number of 368,870,327 were carried on vessels required by law to make report of the number of passengers carried. Dividing this number by 42, the total number of passengers lost, shows that 8,782,626 passengers were carried for each passenger lost. There were 911 lives saved by means of life-saving appliances required by law.

It is desired to point out the respects in which at this time substantial changes may be made, not only in the substantive law but also in the regulations enacted incident to that law, all to the end that the United States may maintain its supremacy upon the high seas; and in line with this thought there will be treated hereinafter the subjects of classification of vessels, boiler pressure, transportation of dangerous articles, extension of motor-boat inspection, and examination of applicants for licenses.

Classification of Vessels

The Bureau recommends the Government classification of vessels, as insuring greater safety to vessels, and renews its recommendation looking to the creation of a board of naval architects in the office of the Supervising Inspector General, whose function it would be to pass upon hull construction. If such a board were created, it would pass upon the blueprints and specifications of all hulls of American merchant vessels subject to the inspection of the Service. After such blue-prints were approved in the central office, they would be sent to the proper field officers, and it would be their function to see that the vessels were constructed according to the blue-prints and specifications that had been approved.

The Bureau also renews its recommendation for the appointment of a corps of experts in boiler construction in the office of the Supervising Inspector General, whose functions would be to pass upon the blue-prints and specifications of boilers for use on vessels under the jurisdiction of the Steamboat Inspection Service, in the same manner as with hull construction. If the blue-prints and specifications were approved by the experts, they would be sent to the respective field officers, who would see that the boilers were constructed along the lines laid down by the experts in the central office. The local inspectors would then exercise no function in the matter of the approval of boilers. They would simply see that the boilers were built as approved.

Safety and Boiler Pressure

The Bureau renews its recommendation that section 4433, revised Statutes, be amended so as to read as follows:

The working pressure allowable on all boilers inspected as required by Title LII shall be determined by the rules of the Board of Supervising Inspectors with the approval of the Secretary of Commerce.

In the annual report of the Supervising Inspector General for the fiscal year ended June 30, 1919, it was pointed out that the purposes of the proposed amendments in this section are, first, to do away with the obsolete rule contained in the present law, which prescribes a working steam pressure for single-riveted joints, without taking into consideration the percentage of strength of the riveted joint, and allows 20 per cent. additional pressure for double-riveted joints, but which does not allow a greater working pressure for triple-riveted and quadruple-riveted, etc., lap and butt joints, for which greater working pressure should be allowed on account of the greater strength of the triple-riveted and other joints of greater strength than the double-riveted joints.

Boiler users have for many years desired this greater allowable working pressure for the stronger forms of riveted joints, and that desire is perfectly reasonable and should be met by the Government in the interest of better practice, all of which will result to the good and to the advantage of the American merchant marine. The present law does not give an incentive for the building of boilers with stronger joints that will carry a greater working pressure with but slight increase in the amount of material that will be required for double-riveted joints.

The Bureau, having in mind the fact that this Service has been open to some criticism with reference to its rules in regard to boiler pressure, has drafted a bill looking to the amendment of sections 4418 and 4433, Revised Statutes. If the authority asked for in the bill is given by Congress, the Board of Supervising Inspectors could prescribe rules that would meet the various conditions of boiler construction, taking into consideration the percentage of strength of the various kinds of riveted joints, as is now almost the universal practice.

It is recommended that section 4418, Revised Statutes, be amended so as to provide that the rule for the hydrostatic pressure applied to boilers shall be determined by the Board of Supervising Inspectors, with the approval of the Secretary of Commerce.

Transportation of Dangerous Articles

In recent years it has become more and more apparent to this Bureau that section 4472, Revised Statutes, is obsolete, and that it should be amended in such manner as to enable the Government to proceed along modern and progressive constructive lines in the matter of the transportation of dangerous articles on steamers carrying passengers. Therefore, the Bureau has prepared a bill that it is believed will accomplish this result.

Extension of Motor-boat Inspection

In previous annual reports this office has had occasion to point out the inadequacy of the act of June 9, 1910, known as the Motor Boat Act. It is a question whether, under the provisions of section 4426, Revised Statutes, this Service has sufficient authority in the matter not only of the inspection of the small motor boats that are just over 15 gross tons, carrying freight or passengers for hire, but also over the great motor ships that are now coming into general use, and the law should be so amended as to give the Service the requisite jurisdiction in the premises.

This Bureau suggests a definite program in the matter. It believes that motor boats should be inspected and certificated, and that the opera-

tors of motor boats should be required to be 21 years of age, citizens of the United States, and to take written examinations. While, on the one hand, these small craft are placed in competition with steam craft required to be properly inspected, and have in some respects resulted in putting the inspected boats out of business, the more important thought to have in mind is that the operators of many motor boats need to be protected against themselves. When this Bureau argues for the inspection of motor boats, it does not mean the same kind of inspection as applied to a large ship, but it does mean that there should be an inspection of the five or six fundamental things on a motor boat, and that a certificate of inspection should be issued to that boat. It need not be a large certificate such as is carried by a steamer. It need not be required to be posted, but it should be required to be kept on board. This would result in the operators of motor boats knowing exactly where they stand with reference to equipment, and it would insure the public that they are actually protected. As it is now at pleasure resorts, the public sees a man with operator's license and, not knowing the law, believes that full protection is afforded by reason of that license. That license is obtained without any examination, and it puts the seal of the Government quite often upon incompetency when the Government should stand between the reckless operator and the unsuspecting public. This Bureau believes that the Government should insist upon the proper kind of life-saving equipment on board even pleasure motor boats, and contends that life preservers of an approved type should be required, and that buoyant cushions should not be permitted.

It is fully realized that there will be strong opposition to the adoption of the proposition of the inspection of motor boats, but when that opposition is analyzed it can be based on nothing else than the desire for license. The liberty of action of the real sportsman is not proposed to be interfered with, the profits of the operator engaged in the transportation of passengers are not proposed to be cut down, but it is proposed that this very important matter shall be properly regulated so that the public may be protected, which is at all times the first interest of this Service.

Examination of Applicants for License

Efforts were made during the fiscal year to bring up the standard of examinations, especially with engineers, and this work met with some success.

There is a class of license to which special attention must still be given, and that is the matter of motor engineer. That matter was previously considered by the Board of Supervising Inspectors at its last annual meeting, and it is expected that at the next annual meeting in January, 1921, definite and detailed rules will be adopted with reference to the examination of applicants for this particular kind of license.

Comment on Personnel

The pay of the inspectors of this Service should be increased because of the quality and the quantity of the work that they do. The reason that their pay should be increased is not primarily the fact that kindred positions outside of the Government have had the pay increased manifold until they are receiving two and three times as much as an inspector of the Steamboat-Inspection Service, but it is because the pay should have been increased regardless of whether there had been any war conditions or whether there had been any increase of pay outside of the Government service. The fact of the matter is that the inspectors never did receive the proper remuneration for their services. It is not necessary here to go into detail in regard to the nature of the services of inspectors of this Service. Suffice it is to say that an inspector must be intelligent, well educated, and at the same time physically able to carry out very arduous duties that are quite often very trying.

That which is true with reference to increasing the pay of inspectors is also true with reference to the clerks in the Steamboat-Inspection Service. Upon the one hand, it may be claimed by those who do not know that the clerks in the Steamboat-Inspection Service are the same as clerks anywhere, that they have clerical duties to perform, and that anyone can perform those clerical duties. That idea is entirely erroneous. The Steamboat-Inspection Service is not only peculiar in its discipline but also in its work, and it is a fact that before one may become efficient as a clerk in the Service he must become familiar with the work of the Service. If we are to continue offering small salaries to clerks, we will continue in employing people who are not the best in their class, and if we cannot offer the proper kind of promotions to those in the Service, we will continue to lose the best clerks we have, all resulting in the loss of morale and efficiency. It may be well enough to say that only a clerk has resigned and that other clerks may be obtained, but that does not solve the problem. The thing that is necessary to do, regardless of whether the Government takes action relative to other employees or not, is to increase and readjust the pay of the inspectors and clerks of the Steamboat-Inspection Service.

Inadequate Appropriations

If any thought whatever be given to the fact of how rapidly the American merchant marine has expanded as a result of the World War, it would seem that it is unnecessary to advance any argument looking to the necessity of increasing the number of inspectors.

It is just as essential at this time that there should be more clerks as that there should be more inspectors, yet the number of clerks has practically not increased, and this in the face of the enormous increase in shipping and of the unusually large number of men examined.

The inadequacy in appropriations is also felt in regard to the rental of quarters. It is never known when the inspectors of this Service will be required to move out of a public building and hire quarters in a private building. With inadequate appropriations it is impossible to hire the proper quarters in private buildings.

Civil Service for Supervising Inspectors

The Bureau renews its recommendation that the supervising inspectors of the Service be brought under the Civil Service, as are the local and assistant inspectors.

The supervising inspectors are almost entirely recruited from the local inspectors of the Service, and yet, when there is a vacancy in a supervising inspectorship, a good local inspector may hesitate to accept a promotion to a supervising inspector because he is afraid that his tenure of office would not be as long and as secure as if he were a local inspector. This should not be, and the supervising inspectors should feel that they have all of the protection that goes with an employee under the classified civil service.

THE BRITISH COAL STRIKE

(By United States Consul A. B. Cooke.)

The British coal strike, which began at the close of the working day on October 16, ended on November 3, when, after a ballot in the several coal fields, the Miners' Federation conference declared the strike at an end and advised the men to resume work immediately. In the balloting it was necessary under the laws of the federation to secure a two-thirds majority in order to continue the strike. Though this required majority was not secured, it is noteworthy that there was a majority of 8459 returned for the continuance of the strike and rejection of the terms offered by the Government and approved by the miners' representatives, the poll showing a total of 338,045 for and 346,504 against acceptance. The two coal fields which gave a majority against acceptance were Lancashire, which voted 14,600 for and 70,109 against, and South Wales, which voted 51,647 for and 98,052 against. The other eighteen fields gave substantial majorities for acceptance, with two unimportant exceptions.

It is estimated that the strike has cost the miners some $75,000,000 in wages lost and $10,000,000 in strike wages paid out to members of the federation. In addition, there has been a loss of about 14,000,000 tons of coal in output of mines. The economic burden which this loss of coal imposes upon the country is all the greater since it falls upon the export trade, from which the profits from the industry are at present mainly derived.

By the settlement of the strike all workers of 18 years or over, whether employed on the surface or underground, are to receive an additional 2 shillings, or $0.486, per shift. This increase is guaranteed unconditionally up to December 31, 1920, after which date it will depend upon the increase in output of coal, being subject to a sliding scale of increase or decrease adjusted every four weeks.

As the workers of the class named were receiving before the strike a wage of $4.58 per shift, this will make the wage per shift $5.07, at least up to the end of the year. The wage per shift in June, 1914, was $1.61. The current wage represents, therefore, an increase of 215 per cent. over pre-war wages. The increase in cost of living, all items included, over July, 1914, is, according to the British Labor Gazette for October, 1920, 164 per cent. When it is remembered that the miner pays practically the same rent as in 1914 and that he gets his household coal at an average of 6 shillings per ton while the general public has to pay ten times as much, it will be seen that the mine worker is better situated economically than ever before and relatively better than ony other class of worker.

DENMARK'S MERCHANT FLEET

During the first six months of 1920 Denmark's commercial fleet showed an increase of 21 ships of more than 100 tons, totaling 28,000 tons. Therefore the fleet on June 30, 1920, totaled 729 ships of more than 100 tons, with a total tonnage of 777,000. There were being built on July 1, 1920, 85 ships, totaling 130,000 tons, while there had been ordered, but not begun, 91 ships, totaling 223,000 tons.

In comparrison it is interesting to note that Norway, during the first six months of 1920, has increased its fleet by 59 ships, totaling 180,000 tons, while Sweden has in that time increased its fleet by 9 ships, totaling 29,000 tons. Norway's fleet, according to Norske Veritas, totaled on July 1, 1920, 1,756 ships, with a tonnage of about 2,126,000. Sweden's mercantile fleet totaled 1,262 ships, with a tonnage of 1,023,000.

A STATE TRAWLING INDUSTRY

The following is from the current issue of the Australian Worker: "Since the reconstruction of the N. S. W. State trawling industry by the Labor Government, the price of all fish sold has been reduced from 10 to 50 per cent., while at the same time the department has been elevated from an unpayable to a profitable one. The management expenses in connection with the department has been reduced 50 per cent. and a monthly loss of £600 has been converted into a monthly profit of £1700."

PROHIBITING IMMIGRATION

By a vote of 295 to 41, the House of Representatives has passed the Johnson immigration bill, as amended, to prohibit all immigration for a period of one year. The bill originally called for a two-year prohibition.

The bill now goes to the Senate, and predictions are made that it will meet with strong opposition in that body.

NATIONS USE BOYCOTT

The League of Nations' Assembly has recommended that the league apply an international boycott against any nation member of the league that violates the league covenant, or agreement. The assembly does not use the term "boycott," but has coined the very diplomatic and soothing phrase, "economic blockade."

It is hardly necessary to say that abolishing an evil and suppressing the complaint about it are entirely different, and, in fact, antithetical, propositions.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Christmas Greetings

(By Samuel Gompers)

The American Federation of Labor sends Christmas greetings to the working people of America.

There is much that calls for an expression of gratitude at this time as we approach the coming of another year, and there is much that causes thoughtful men and women to be apprehensive.

The labor movement must not and can not deceive itself. It must face the facts and fight its fight in the light of conditions as they are.

Numbers of employers, out of harmony with the great dominant thought of our time, blind to the lessons not only of the immediate past but to that which is transpiring in all other countries, bent only upon greed and willing to encompass destruction to gain profits, are placing obstacles in the road to progress.

Extreme reactionary joins hand, in effect, with extreme radical, to make more difficult the constructive work of the trade union movement, the greatest agency for progress in our Republic.

The American Federation of Labor sends a Christmas greeting in which it pledges itself to the fight to maintain that struggle for humanity and for the betterment of humanity, so fitting at this season.

Let all have courage to fight wrong and intolerance and tyranny. Let the ranks be close and firm. Let the might of right and justice stand solidly against the aggressive efforts of unfreedom and destruction.

The right will triumph only if those who believe in the right assert their belief. Working men and women, unite for justice and progress.

Anti-union Employers are Quack Patriots

The anti-union employer now calls individual bargaining "the American plan."

These quack patriots commercialize the most holy ideal and brazenly call on the Shades of men who have lived a life of service to indorse cheap wages, child labor and denial of human rights.

The real patriot is unselfish; the quack would control the lives of others. One inspires; the other is visionless.

The quack's Americanism is lip service and big profits.

He favors free speech—but not for those who disagree with him.

He favors a free press—when it is silent on wrongs that are profitable to him.

He believes in the education of children—but would fill his factory with child labor.

He talks of freedom, but would feudalize America.

He glories in the progress of his country but plays no part in its social or intellectual development. To him, government is a thing for private use. Its only purpose is to grant special privilege and "keep labor in its place."

The counting room patriotism of these cheap wage employers cannot be fused with the Declaration of Independence.

Paternalism in the shop and voting-booth liberty is not democracy.

Freedom is not actual where individual bargaining exists. Patriotism is unreal midst industrial autocracy.

If patriotism and Americanism are to be exalted the terms may well be rescued from these men of sordid mind.

Citizen's Alliances and kindred bodies should be called upon to cease trafficking in a nation's aspirations.

The youth of the land should not have their ideals debased by market place hagglers who bellow patriotism as they barter with unorganized, defenseless workers.

Men must live Americanism to be Americans.

The pretense of quack patriots should be hooted.

Paying the Fiddler

Manufacturers have lost $250,000,000 the last few months by retailers breaking their contracts, said H. F. Barker, of the National Association of Credit men. Mr. Barker is chairman of the association's committee on credit co-operation and credit methods. He said manufacturers were being paid back in their own coin.

"When the market was in the sellers' hands," he said, "questionable methods were frequently resorted to, which, in effect, are just as serious and deserving of condemnation as cancellations. Purchase agreements were often neglected when the commodities could be sold at higher prices. Not placing, therefore, the sole responsibility on the buyer when conditions were reversed, and the market came to his hands, yet there has resulted from the lack of good faith in the treatment of orders a damage to business which we have endeavored in a general way to estimate at $250,000,000."

"A Mismanaged Industry"

Scranton, the heart of anthracite coal lands, but 100 miles from New York, is linked with tidewater by a maze of tracks and but for the greed of the railroads in destroying water competition to erect a monopoly that is not competently conducted, it might be served also by up-to-date canals, says the New York World.

"A Mismanaged Industry" is this paper's reference to the present situation. To dig coal and haul it 100 miles "is bungled in almost every conceivable way."

"Profits grow also by delayed deliveries. The best coal storage is in cellars. It was impossible to fill bins in April at $11 and $12 a ton; the rise to $14 and $15, with many sales at higher rates, suggests ugly possibilities of profit in having the trade badly handled. A sudden and severe cold spell finds thousands of people who cannot get coal at any price.

"A meeting of coal wholesalers was held yesterday in New York to consider questions of selling profits. Very interesting to the trade, no doubt, is the limitation of wholesalers' profits, though these percentages alone take one-third of the cost of coal years ago to the consumer—but more

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.
Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.
Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

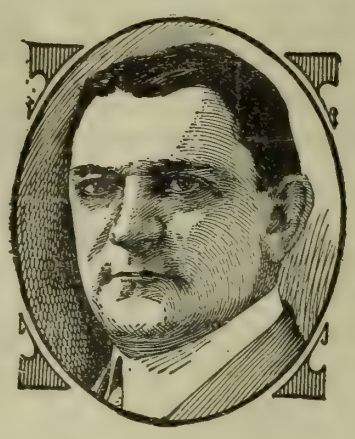
New land laws in Roumania have for the first time in history given the peasants the right to actually own land. These laws, passed by the ruling class in an effort to end the Bolshevist movement, which swept the country a year ago, gave to the peasants and actual farmers over 5,000,000 acres of land formerly held by the aristocracy and the State. These aristocrats were enraged when their "divine right" to monopolize the land and keep the people in a state of serfdom was questioned, but yieded rather than see the dreaded Soviet movement obtain complete control of Roumania and have all the land and natural resources confiscated and used for the benefit of the producers—workers and farmers.

Unemployment is becoming widespread in Germany, and another social and economic crisis threatens the country this winter. Emboldened by the Italian workers' victory in securing partial control of industry certain radical German unions have been planning a similar movement. Learning of the proposed movement the government attempted to kill the plan by forcing the movement to a head prematurely. This they succeeded in doing, and led by the government "agents-provocateurs" workers in some isolated industries in Berlin and other cities seized the shops and announced "soviet control," but the government having brought about this action was prepared and the movement was nipped in the bud and received a temporary setback.

Japan now owns and operates 9,745.10 miles of railways capitalized at $692,685,000. These government lines carried 357,881,989 passengers last year, hauled 59,903,957 tons of goods and made a profit of $53,756,789, or 7.8 per cent. on the capital account. The railroads of Japan were first taken over by the government in 1907, under the provisions of the Railway Nationalization Law of 1906. Since then the government has steadily extended and improved the system until today it includes 9,745 miles of track and accompanying equipment. The enormous increase of traffic and increase of costs of operation have made it necessary to raise rates and fares about 25 per cent. but the wages of the employees have been raised and the hours of labor shortened.

For the protection of maternity and infancy last year the British ministry of health appropriated more than $2,500,000, according to the United States children's bureau. The funds are administered by the ministry of health, in co-operation with local authorities. The latter contribute a sum equal to that granted by the government. In commenting upon this work, Dr. Addison British Minister of Health, says: "The development of the services throughout the country in nursing, midwifery and other facilities and the combination of the whole big effort, has been able to reduce the infant mortality in 20 years from 151 to 78. If we had had that figure of 78 during the last 10 years, it would have meant the saving of 270,000 lives in that period."

A MESSAGE TO SAILORS



By PAINLESS PARKER, Dentist

I WANT sailors to feel free to come to any of my offices and have their teeth examined. No charge will be made for it. Any sailor can find out just what his teeth needs and just what it will cost him to have them fixed up in good shape so he can chew fine.

My prices are moderate, but not "cheap," for I am not a man who does "cheap" things. But my System does save a lot of money and makes my work better, so I can give more good dentistry for a small price than dentists who do things in the old, expensive way.

I have offices all up and down the Coast in the principal ports. See the list below. You will get the same careful attention, the same painless treatments and the same moderate prices, no matter which office you go to.

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SEATTLE: 1619 Westlake Ave.
TACOMA: 13th and Pacific
SAN DIEGO: 5th and F Sts.
SANTA CRUZ: 121 Pacific Ave.
BREMERTON: 412 Pacific Ave.
LOS ANGELES: 706 S. B'way.
STOCKTON: 6 N. California
SAN JOSE: 58 W. Santa Clara
SALEM: State and Commercial
PENDLETON: 755 Main St.
SPOKANE: Riverside & Post
LEWISTON: 521 Main St.
PORTLAND: 326 Washington
BELLINGHAM: Holly & Commercial
EUREKA: 210 F St.
ABERDEEN: Heron and H Sts.
OAKLAND: 1128 Broadway
FRESNO: Mariposa and J Sts.
SACRAMENTO: Tenth and K Sts.
BAKERSFIELD: 20th and Chester
EUGENE: 7th Ave. and Willamette
CENTRALIA: Salzer Block
TWIN FALLS: 116½ Main Ave. N.
RENO: 16 E. Second

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Pacific Coast Marine

Owing to the continuous shortage of oil fuel on the Pacific Coast, the Canadian Pacific Railway is reported to have decided to convert its oil-burning coasting steamers into coal-burners.

One hundred and twenty-seven steam, motor and unrigged vessels entered the port of San Diego during November, according to Harbor Master Joseph Brennan. Departures numbered 119. During the month a total of 108,794 tons of merchandise, valued at $1,560,000, was handled over the wharves.

Word has been received from Sydney that the barkentine "Olympic," 1353 tons, had been chartered to carry coal from Newcastle, Australia, to Callao, at the rate of £5, or judging by the present rate of exchange, $17.50. The vessel is at present at Sydney, having arrived there from Eureka with a load of lumber. Thomas Crowley is the owner of the "Olympic." The vessel has been chartered to carry a full cargo.

Imports of coal from British Columbia to San Francisco are about to be resumed. It now costs $7.50 per ton to carry Utah coal all-rail to San Francisco, while transportation by water from the Comox mines could be made for $5. San Francisco coal importers have requested the Shipping Board to place in the trade nine 8,800-ton dead weight freighters now laid up in Southampton Bay, which would be able to bring down 55,000 tons of coal monthly.

The Ed Lefsen Fuel Company of Portland has filed suit in the Circuit Court against the Atlantic Gulf and Pacific Steamship Corporation to recover $15,741.61, alleged to be the value of coal delivered to the company for which the latter has refused to pay. The steamer "West Apaum" is the vessel coaled by the Ed Lefsen Fuel Company. Some of the bunker coal caught fire after heating and was discharged.

The vessels of the Canadian fishery patrol service operating out of Esquimalt, B. C., with the exception of the steamer "Thiepval," have been laid up indefinitely on instructions from the marine and fisheries department at Ottawa. One hundred and twenty officers and men manning the fishery vessels have been discharged from the service. The vessels affected are the "Malaspina," "Givenchy," "Armentieres" and a number of smaller craft. The "Armentieres" will be turned over to the tidal survey service.

Three more freighters will be returned to the Shipping Board due to the laxity of freight offerings, according to an announcement by McCormick & McPherson, operators of the vessels. Intimations were also given that two more Shipping Board steamers under their supervision will be returned unless there are more favorable offerings in the cargo market. The vessels to be returned are the "Eastern Ocean," the "West Elcajon" and the freighter "Culberson." The latter is now en route to Hamburg with a shipment of wheat loaded at Seattle.

With the launching on December 15 of the destroyer MacDonough, the Union Plant of the Bethlehem Shipbuilding Corporation has constructed a total of sixty-one fighting crafts of different types for the United States Government since the outbreak of the war. Named in honor of the late Commodore Thomas MacDonough of Littletown, Del., the torpedo boat slid into the water at 12:20 o'clock p. m., in the presence of a large attendance from the works and representatives of the navy. Mrs. Lucy R. Dabney of Santa Barbara was sponsor for the fighting ship.

At the regular monthly meeting of the Board of Regents of the University of California approval was given to a plan to accept a 350-acre tract of Oakland waterfront property in partial settlement of 25,000 shares of stock owned by the University of California in the Pacific Improvement Company. The stock is a gift of the late Edward F. Searles, and is valued at $2,000,000. The land is on the Alameda site of the Oakland estuary, near the Bethlehem shipbuilding yards, and is valued at $350,000. If proposed naval base plans go through its value will be greatly enhanced.

The U. S. S. "California," which will be commissioned about the 1st of the coming year, is the latest addition to Uncle Sam's Navy, and will be the world's greatest fighting machine. Of the 700 vessels of the Navy, the California will be the peer of them all, and will mark the latest strides in battleship construction in this or any other country. The California will be the third electrically-driven ship of the U. S. Navy, and the second to be manned by sons of the State after which she is named. She is of 33,000 tons displacement 608 feet over all has a width of 97½ feet, will attain a speed of 21 knots—24 land miles—and will carry in her main battery twelve 14-inch guns. Her secondary battery will consist of twenty-two five-inch rapid fire rifles, and a number of smaller guns, including six torpedo tubes.

Having completed his work as supervising director of the Government's investigation of the Pacific Coast shipyard frauds, Attorney Bert Schlesinger has resigned his post. Schlesinger submitted to Attorney-General A. Mitchell Palmer a report that showed the Government was saved $7,000,000 through the investigation. The saving was brought about by a reduction of credit claims made against the Shipping Board by shipbuilding companies and associated industries. "Your superior service in revealing gross irregularities in claims against the Shipping Board is thoroughly appreciated," the Attorney-General said in a letter to Schlesinger.

Mrs. Frank B. Anderson, wife of the president of the Bank of California, in the presence of a large number of attaches of the General Petroleum Company and the Union Construction Company, sponsored the future career of the 10,000-ton tanker "Liebre" launched on December 15. Without a hitch the monster oil carrier moved. gained motion and dipped stern first into the water. The vessel was built at the Union Construction Company's plant in Oakland for the General Petroleum Company. Fitted with Scotch boilers and reciprocating triple expansion engines with a speed of eleven knots, the "Liebre" is 435 feet long and has a capacity of 70,000 barrels of oil.

A dispatch to Lloyd's from Sydney, Australia, says the British Steamer "Cosmos" reports by wireless that she picked up the dismasted American schooner "Inoa" in latitude 34 south, longitude 154 east, with only two members of the crew aboard. The captain's wife and the remainder of the crew had left the vessel in a lifeboat. The "Cosmos" reported that she was towing the "Inca" to Sydney. Lifeboats of the "Inca," containing members of the crew of the schooner, have been picked up by the "Cosmos." The "Inca," a vessel of 901 tons, left San Francisco, September 8 for Eureka, from which port she sailed October 10 for Sydney. The place where the "Inca" was picked up lies about 800 miles off the coast of New Zealand.

Hawaiian sugar plantation owners have decided to erect a sufficient number of refineries in the islands to refine enough of the home-grown product for consumers of sugar living in the territory of Hawaii. At present there is only one sugar refinery in Hawaii and this is inadequate to handle the output for local consumption. In the past and at present practically all of the refining of Hawaiian sugar is performed in California. The movement of the Hawaiian sugar growers, it is stated, will aid materially in lowering the present high price of refined sugar in the islands. Out of a total of sixty sugar estates in the islands, it is stated that there is only one refinery, and that the owners have decided to erect a number of the former to handle the demands of local consumers.

Twelve thousand and thirty tons of coal were discharged from the collier "Ulysses" at the Cristobal coaling plant of The Panama Canal in fifteen hours and twenty-five minutes on November 12, 13. The collier docked at 8:50 a m., November 12; unloading was begun at 8:55 a. m.; at 12:20 a m., November 13, the cargo of 12,030 tons had been completely discharged, the ship cleaned up and all men were off. Cleaning up and taking the men off usually requires about an hour. The discharge was effected by means of the 4 unloaders of the plant, equipped with four 2½-ton clamshell buckets. Four unloaders worked from the beginning until 3 p. m., three continued from that hour until 11 p. m., when two were discontinued, and the unloading was completed with the use of one unloader. About six hours of the work was performed after dark. The new record beats the previous record for discharging the collier at this plant by six hours and ten minutes.

Marine surveyors at San Francisco are investigating the presence of six feet of fuel oil in the cargo holds of the British freighter "Waihemo" and are estimating the damage to the vessel's cargo, which, it is believed, will amount to nearly $100,000. The vessel arrived here from Ocean Falls, B. C., last Saturday with part cargo, destined for Auckland, Melbourne and Sydney, under operation of Hind, Rolph & Co. Preparations were made for loading 2500 barrels of fuel oil in bulk into the freighter's double bottom tank. When that amount had been pumped into the vessel and the capacity gauge refused to register, an examination was made. Officers of the ship then made the discovery that the oil had flowed into the No. 2 and No. 2A holds of the vessel, covering shipments of paper, cases of salmon and general merchandise stored there to a depth of six feet. All of the cargo in the above holds will have to be unloaded. Captain Cecil Brown is reported to be conducting the investigation on behalf of the local offices of the surveyors. The vessel is in command of Captain P. J. Foster and is a craft of 3540 net tons.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

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(Continued on Page 11)

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, DECEMBER 22, 1920.

"SCIENTIFIC" UNIONISM.

A certain amount of dissatisfaction and discontent are lodged in the breast of every normal human being. Instead of being discreditable such attributes are merely signs of virility and health.

Every sound and well-balanced organization, too, has a more or less active dissatisfied minority. This, also, is a sign of vigor and life within the union.

Of course, there are limits to all things and in a labor union the limit is reached whenever a dissatisfied minority resorts to disruption tactics and above all when "emancipation" is sought through the organization of dual unions.

The Cigarmakers' International Union is just at present confronted with the manipulations of such an element.

A local union at Chicago (noted for the championship of "progressive" ideas), recently surrendered its charter to the headquarters of the Cigarmakers' International Union because as one member put it, the members of Progressive Local 527 refuse to pay the $1.00 per week Tampa assessment and have therefore organized a dual movement which is described as "an industrial organization based on scientific lines" and known as The Amalgamated Cigar-Tobacco Workers' Union.

In plain language it means that a small group of workers who call themselves "industrialists" and "progressives" refuse to continue paying a weekly assessment for the support of their own craftsmen on strike at Tampa, Florida. As usual in cases of this character the seceders use many fine phrases to cover their traitorous conduct. In a circular letter sent out by these progressives the Quixotic claim is made that at last the workers in the tobacco industry are to attain emancipation through applied science.

In commenting on this remarkable pretension the editor of the Cigarmakers' Journal says:

> Just what new science they are going to apply is not made clear. However, it must be of a very potent nature as it must necessarily overthrow the regularly applied calculations of mathematics, that we, who have not beheld the new vision, must use in our every day affairs. The only conclusion our arithmetic reaches is that if a group of workers, organized for self protection and mutual welfare, agree to pay to a part of their membership on strike to further their well being $5.00 per week in strike benefits that part of the group not on strike and working must provide an amount of money sufficient to meet the weekly payments.
>
> This is just what these self-styled scientists refuse to do. Instead of accepting the four square principle of solidarity they refuse to contribute their individual share of the expense and dissolve their local to form a more scientific (?) one.

Here, then, is a group of shirkers and fakers who seek to evade the payment of strike assessment by crawling under the mantle of new, high sounding phrases. And this in an international union that has almost from its inception raised wages, reduced hours of labor, paid death, sick and out-of-work benefits and in general made the life of the members better worth while living.

Truly, this manifestation of treachery (labeled science) among the Cigarmakers should be an object lesson to all the organized workers in America.

Beware lest your own legitimate dissatisfaction is used by unscrupulous and designing persons to further the plots of treachery and disruption.

Discontent is a healthy sign but think well and carefully before accepting beautifully painted substitutes for the real article. The established American trade-unions are not perfect. Nothing on earth is perfect, yet with all their faults, shortcomings and limitations the unions that function under the American Federation of Labor are a thousand times superior to the "scientific" makeshifts of which there is any record.

THE FERRYBOATMEN.

The employes of the ferries operating on San Francisco Bay were on the verge of general strike last Saturday night. Only the timely intrusion of Mayor Rolph of San Francisco prevented a walkout by the licensed officers and the members of the Ferryboatmen's Union.

Since May of this year the ferryboat employes have had a petition pending for an increase in wages. In "due time" the petition was considered by the U. S. Railroad Labor Board functioning under the Esch-Cummins Act.

At the hearing, held by the Board in San Francisco, the workers proved that the cost of living had increased 90% since December 1914. During the same period their wages were increased only 48% on the average. Still, an increase in pay was flatly denied notwithstanding the fact that the companies involved have repeatedly been authorized to raise their rates—60% on commutation rates and 80% on straight fares.

The companies, of course, declined to make any concessions to the men after the Board had rendered its verdict. Spokesmen for the companies have laid great stress upon the recent fall in wholesale prices of commodities. That this is a misleading and unfair contention is borne out by recent statements of Mr. Ethelbert Stewart, Commissioner of Labor Statistics of the U. S. Department of Labor. Said Mr. Stewart:

> Slight reductions in the price of single articles of food have very little effect upon the cost of living to the average wage earner. There was a drop of one cent in the price of a loaf of bread in New York the other day, that is, the price fell from ten cents to nine cents per loaf. Now let us see what this much heralded reduction in the cost of living really means to the average worker with a family of five. On the basis of October, 1920. prices, the total annual cost of the food items carried by the Bureau of Labor Statistics would be to an average family in the United States $682.57. If bread were to drop one cent a pound this would make a difference of $2.25 per year or one-third of one per cent. of his total food expenditure. When milk drops one cent a quart it means $3.55 per year to the average family or 52/100 of one per cent. A drop of one cent a pound in the price of flour saves the average family but $4.54 or 77/100 of one per cent. of his food cost based on October prices. Sugar may fall a cent a pound and the average family saves $2.69 in a year, or 39/100 of one per cent. of the total food cost. A decline of one cent a pound in the actual retail price of sirloin steak means but seventy cents a year to the average workman's family, though a similar reduction in pork chops would mean $1.14 a year, or 17/100 of one per cent. Butter might decline, if it ever should decline, one cent a pound and advantage the average workman only to the extent of $1.17 per year. A drop of one cent a dozen in eggs would mean eighty-five cents a year; of a cent a pound on lard would mean eighty-four cents a year—in each case only 12/100 of one per cent.: and so forth.

Every American, who supports a family, knows that the cost of living as represented by food prices increased by leaps and bounds and simultaneously along the entire line of products, so that when the average cost of food to the workman began to go up it went up with extreme rapidity, and reached what was to the average wage earner an enormous sum.

On the other hand, the decline in prices so far has been comparatively small, has affected for the most part articles that do not enter largely into the worker's total cost and may be more than offset by the unheralded increase in some other article of food which proportionately affects him a great deal more.

There is no doubt that all are glad to see a drop in prices in any important article of food, and all agree that every little helps. At the same time, as Mr. Stewart points out, the net effect of the decrease in wholesale prices has been trifling when applied to the average family budget.

At the time of going to press the employes of the San Francisco ferry systems are in conference with representatives of the companies. So far nothing has been settled.

The Star of San Francisco, founded by James H. Barry and edited by him continuously for 35 years, has suspended publication. Outside of the circle of labor papers, owned and maintained by the labor organizations, there are but few really independent papers in all America. The Star was one of the few and its suspension is a genuine loss to every worthy cause that needs assistance. Never in its long and eventful career did The Star fail to champion right and justice. Never did its editor refrain from attacking wrong and injustice no matter how powerful the men behind the curtain. The Star will be missed by many who loved to read a paper without a subsidy and with scarcely any advertising. Here's hoping that with a return to normal conditions in the newsprint line The Star will reappear and again point the way to greater and bigger and better things in life.

The JOURNAL extends to its readers ashore and afloat the very best wishes for a Merry Christmas.

THE DEPARTMENT OF LABOR.

Establishment of machinery overseas in co-operation with foreign governments through which aliens, before breaking up their homes, may determine whether they will be admitted to the United States and legislative consideration of the proposals made by the Second Industrial Conference are outstanding recommendations in the annual report of Secretary of Labor Wilson, made public during the week.

Secretary Wilson devotes much of his report to a discussion of immigration and the expulsion of aliens. He asserts that he alone has authority to order the arrest and expulsion of aliens, although the Bureau of Immigration has assumed to itself power not only to make recommendations but also to make findings.

The report shows that 633,371 aliens arrived in this country during the last fiscal year as compared with 237,021 the year before. Of the total arrivals 11,795 were excluded. Of those arriving 430,001 are classed as immigrant aliens and 195,575 as non-immigrant aliens. Departures of aliens totaled 428,062, including 288,315 emigrant aliens and 139,747 non-emigrant aliens, making the net increase in the immigrant population for the year 193,514.

Japanese admitted numbered 16,174 as compared with 14,904 the year before. The total number of Japanese departing is placed at 15,653, making, the report says, the indicated increase in Japanese population 521.

Besides the immigrants turned back at the ports of arrival, 2762 were ordered deported during the year on departmental warrants as compared with 3068 the year before. Of those deported on warrants 469 were classed as anarchists and criminals.

During the year 519,003 aliens took out the initial or final steps toward citizenship. While this is less than the record total of the year before the decrease is confined to aliens in military service and results from the demobilization of the Army. First papers were filed by 300,106 aliens, while petitions for final naturalization were filed by 166,925 aliens in civil life and 51,972 soldiers.

Secretary Wilson never believed in quibling. So it is no surprise that he unequivocally endorses collective bargaining. "The department," says Wilson, "stands for collective bargaining. It recognizes collective bargains as in the nature of 'gentlemen's agreements' in contradistinction to legally enforcible contracts. Collective bargains cannot be regarded in the same category as ordinary contracts, because there is no mutuality."

The Secretary of Labor renews his recommendation for legislation to improve the work of labor distribution by making public lands and community credits more accessible. He also again urges Congress to provide governmental means for the adequate training of workers in industry.

Secretary Wilson's term of office will soon expire and his successor will be appointed by a Republican President. But whoever may be the next Secretary of Labor he will have to be an A1 public servant to maintain the high standard of public service established by America's first Secretary of Labor.

FIVE WEEKS IN SOVIET RUSSIA

Third Instalment of Personal Experiences by President Schlesinger of the International Ladies' Garment Workers' Union

Hotel Savoy was one of Moscow's most beautiful hotels, and its location in the heart of the opera and theatrical district made it one of the gayest hostelries in Moscow; a kind of a four-story Ritz. The best known singers, actors, theatrical managers and all other luminaries of the stage world were housed there.

Today, only government officials, largely from the Commissariate of Foreign Affairs, located within a stone's throw from the Savoy, live there. It is also reserved by the Government for visitors and guests from foreign lands. The former luxury and elegance of the hotel have totally disappeared. Gone is the splendor of the reception rooms and lobby, which used to be the favorite rendezvous of the stage celebrities of Moscow and of their admirers. The massive leather chairs, the opulent carpets, silk portieres and crystal chandeliers have disappeared. The candy stands and book stalls are there no more either, and the doormen and servants in gorgeous liveries, who stood guard at the doors, have vanished from sight. Hotel Savoy is a proletarian hotel now. Its visitors have to open the doors and close them by their own efforts; they sit on wooden benches or stand up on bare uncovered floors, and have to be contented with the light shed by the lone electric bulb in the room.

As you open the door of the main entrance and ascend the few steps leading to the office, you are halted by a Red Army man, gun in hand, to whom you must exhibit your pass card, your permit to live in Moscow. This done, you have to inform the young woman at the desk, with the big ledger, as to whom you are looking for at the hotel. You stand there in line waiting until everything is found to be "legitimate," and only then are you permitted to advance.

By the time I had gone through all these formalities with the Red Army Guard, and the girl at the desk, and had climbed four stories with my bag up to the room Nuorteva had reserved for me—there are no elevators running at the Savoy—I was covered with beads of perspiration. One look at the room that was destined to be my home during my entire stay in Moscow, the bed in that room, and particularly the bedding upon that bed, was, however, sufficient to send a shudder down my back. What a room that was! The paper on the walls and the ceiling was indescribably dirty and hung in pieces. There was an iron bedstead, two small straw-packed pillows, two crippled chairs and a three-legged table in the room. This comprised all the furnishings in the room. The filthy looking pillows were without covers, and the mattress without a top sheet. The idea that I would have to sleep in this bed and on this uncovered mattress and pillows, almost took my breath away.

As I stood there in contemplation of my cheerless prospects, I heard a bang on the door, and before I had a chance to say a word, in walked Simeon Ogursky, whom I knew well in New York, and fell upon my neck. He learned from Boris Reinstein that I was in Moscow and discovered at the Foreign Office that I was stopping at the Savoy.

"You must see that I get some sheets, pillow covers and a blanket," I told him a little later.

Poor Ogursky certainly did his best. He ran from one place to another, to the commandant of the hotel, the supervisors, but could not obtain more than a promise that everything would be forthcoming tomorrow. For the first night, he advised me, to wrap up the pillows with my top shirts and to use my overcoat for a blanket. He gave me some additional instructions how to get along until the following morning, and then took me down to the dining room for supper.

The evening meal consisted of black bread, three sardines, two small potato pancakes and two glasses of tea. Before leaving the dining room I also obtained a package of twenty-five cigarettes and a box of matches. I learned later that cigarette smokers are furnished by the hotel with twenty-five cigarettes daily. I told Ogursky of my appointment with Goldfarb for the midnight hour, and he volunteered to escort me to the latter's home on the Sadovaya. And as the hour was nearly eleven and the distance from the hotel was considerable, he proposed that we start out at once and walk through the principal streets of the city. Indeed, I was quite eager myself to see Bolshevist Moscow at night.

The night was divinely beautiful, starry and moonlight. Yet, somehow as I was looking into the dark blue firmament, it seemed to me that our New York moon shines more cheerfully, while its Moscow face is overdrawn with a painful haze and mist. I even made this suggestion to Ogursky.

"It is the same sky, the same stars and the same moon," he said with a smile, "but while you are looking at them here in Moscow your mind is still under the spell of life in America. That is why your New York moon seems more cheerful to you. Forget America for a while. Think of the great fight which Russia is waging

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Dec. 20, 1920.

Regular weekly meeting came to order at 7 p. m., J. V. Thompson presiding. Secretary reported shipping dull; members ashore plentiful.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary, p. t.

Vancouver, B. C., Dec. 13, 1920.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Dec. 13, 1920.
Shipping dull.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Dec. 13, 1920.
Shipping dull.
P. B. GILL. Agent.
84 Seneca Street. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Dec. 13, 1920.
Shipping poor; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Dec. 13, 1920.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Dec. 13, 1920.
Shipping medium.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Dec. 6, 1920.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Dec. 15, 1920.

Shipping slow; plenty of members ashore. Balloting on officers for the ensuing term was proceeded with. Shipwreck Benefit was ordered paid to one member wrecked on steamer "Tamalpais."

EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Dec. 9, 1920.
Shipping dull. Balloting on officers for the ensuing term was proceeded with.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock. Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Dec. 9, 1920.
Shpping fair for messmen and cabinmen. Balloting on officers for the ensuing term was proceeded with.
JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

William Bryning, No. 802, a native of England, age 41. Died at San Francisco, Calif., Nov. 13, 1920.

T. G. Baird, newly appointed director of the Western district supply and sales division of the Shipping Board has arrived at Portland and entered upon his new duties. Baird formerly was assistant with headquarters at San Francisco. He has been with the Shipping Board two years.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

BOOZE FIGHTERS AND BUCKOES

The flagrant misconduct at sea and in port of some of our new era shipmasters, and the crass indifference of American consuls as a whole toward complaints of aggrieved seamen in general, fully justifies the oft-repeated assertion of the organized seamen that the La Follette Law needs amending upward and outward, instead of inward and backward, as the shipowners contend.

The following, copied, verbatim, from an affidavit, recently subscribed and sworn to by Erick W. Johnson, A. B., is only one of many similar complaints now on file in support of the general contention in this regard:

State of New York,
City and County of New York—ss.

Erick W. Johnson, being duly sworn, deposes and says: I reside at 198 Carroll St., Brooklyn, New York. I am not a citizen of the United States.

I was an able seaman on the S. S. "Bellingham" at $85 per month. I joined her at New York some time between September 24th and 29th, 1919, for a voyage to Rotterdam. I was assaulted by the master, Capt. McKelloun, during the voyage, while at sea, about October 6th, and again about two days after we got into Rotterdam, about October 16th. I was compelled to leave the ship, after demanding half wages, because of harsh treatment. I applied to the American consul for protection. I saw the chief consul. He said he was sorry but could not do anything about it. He did not give me any letter to the captain and did not summon the captain to him as far as I know.

I did this before I decided to demand half wages and leave the ship.

The first time I was assaulted I came up about 12 o'clock to relieve the man at the wheel. The captain came up about the same time to the bridge.

He had been drinking—in fact, he had been drinking heavily all the voyage. You could tell by the color of his nose he was a heavy drinker.

We had a fresh breeze and choppy sea at the time I was at the wheel.

I was steering a course of 115 degrees. He (the captain) came up and said: "What are you on now?" I said: "I am on the course now, sir."

Two or three minutes later he again said: "What are you on now?"

I said: "I am on the course, sir." A few minutes later, just as she was taking a swing to port, pitching, he said: "What are you on now?"

I was a bit confused any way and I waited to see how she would swing when I got her steady so I could tell him where she was before answering.

He came up close then and said: "Why don't you answer me?"

He looked in the compass and saw she was two points off the course, and said: "No wonder you didn't answer me, you are two points off!"

I said: "I never thought of it, sir." Then he said: "Anyone aboard this ship who does not answer me I will knock his block off!"

I made some reply and he swung on me with his right hand, and a heavy ring which he wore came in contact with my head, behind my left ear, where I still have a deformity or growth of some kind as a result of the blow.

On or about the 16th of October I wanted to draw some money, and not being able to get it from the super-cargo, I knocked at the captain's door about 7 p. m. He came out in his pajamas. He asked me if I had worked that day or the day before, and when I told him I had not, he asked me how I could expect to get any money. I said I had not expected to but wanted to find out if I could. He then called the first officer, and I could see he was getting ready to do something. He said: "You come in here!" and I stepped into his cabin. The cabin on this ship is divided into two parts. The front part was his office and the back part was his state-room. There was a woman in there whom he had brought on board from ashore. Just as the mate came up from below he made a lunge at me. I ducked and his fist struck the door.

Then he came at me again. I defended myself the best I could, deeming that I had the right. Before making the attack he said to the mate: "Here is a young Swedish son of a —— who thinks he can run this ship! I am going to run him ashore and leave him ashore!" I believe the captain received a pair of black eyes during the next few minutes. The mate struck me over the head with a flashlight, but I did not mind that much as I was pretty mad. Then I saw the mate looking around the captain's desk, where I knew a revolver or two was kept. At the first opportunity I ducked out the cabin door and ran to the starboard side of the ship, which was next to the dock, and jumped to the string piece, which was about eight feet.

I then got outside and saw the captain and mate both coming on deck each carrying a revolver. I then managed to get up the dock and out the gate before I was stopped. I had a few dollars with me, but of course no clothes except what I wore.

The next day, when I thought things had cooled down, I attempted to return to the ship, but I was warned by the second and third mates to stay away, as the captain carried a gun with him and declared he would shoot me if I came on board. Knowing what a heavy drinker he was, I thought it best to keep away. I saw the captain's woman ashore the following day and she told me the same thing. I do not know the woman's name, but she is of ill repute and generally known around that port.

The following day I reported this whole proceeding to the American consul. He said he knew this captain bore a bad reputation, but that he could do nothing for me. He said that personally he would like to help me, but as he is representing the American Government he could not do so.

I was told by other members of the ship's crew that for three days after that Saturday night, when he drove me ashore, that the captain kept himself locked up in his room; would see nobody, and was drinking heavily—in fact, raving drunk all the time.

I am making this affidavit for the purpose of filing it with the United States local Steamboat Inspectors, and with the State Department of the United States. I desire to become a citizen of the United States, and I hope the publication of these facts will lead to an investigation which will result in proper action being taken in regard to this captain's license, as well as some amendment in the law which will enable American consuls in foreign ports to afford some degree of protection to American seamen.

This Captain McKelloun is now master of the tanker "Sepulgia," which was reported on September 10th off Point Leboa, Mexico, bound for Boston.

ERICK W. JOHNSON.

The foregoing statements of fact, subscribed to under oath, by seaman Johnson fully justifies our oft-repeated contention, that all masters are not plaster saints, that all foreigners are not fools, and that even American consuls are not immaculate. As long as shipowners will persist in employing drunken reprobates as master mariners, allowing them to discredit and disgrace America and American institutions abroad, and then backing them up in their frenzied rascality, they can expect nothing but trouble from their crews. In certain quarters all seamen are presumed to be irreclaimable drunkards; they are as irretrievably tagged with an opprobrious term as a dog with a bad name, and nothing good is ever believed, much less expected of them. The master, however, is looked upon as a patriarch among his crew, especially in foreign ports. Like captain like country is the world verdict, and a shipmaster is usually presumed to represent and uphold in the highest degree the most exalted traditions of his native land. Like a minister in his pulpit or a judge upon his bench, he is esteemed above the herd and held by common repute above reproach if not above criticism.

Whenever a shipmaster lowers himself to the degrading of a common drunkard and public libertine in the presence of his crew, he deserves to be disrated and discredited, and publicly tagged for the unprincipled reprobate he is.

If Brother Johnson anticipates any official action, either from the State Department or the Board of Supervising Inspectors, as a result of the disclosures made in his affidavit, we fear he is foredoomed to disappointment.

A longer acquaintance with the ways and wiles of official functionaries in these United States will gradually dispel any lingering or preconceived notions of that kind he may have entertained or inherited heretofore on the subject. Those "inspectors" wouldn't if the ship was overboard. Besides, common sailors are even more common than common drunkards (even when these do happen to be captains), and who is going to spoil a good game of golf investigating a drunk?

The cynical disregard and official contempt almost invariably manifested by American consuls toward the gravest of complaints brought by aggrieved seamen against brutally inclined officers has long been a cause of intense and bitter resentment and world-wide protest among those most intimately concerned—the complaining seamen. Among the hundreds of complaints coming from abroad, it is only at rare intervals that we hear of an individual consul who is manly enough to defy the political power and pull of the mighty shipping interests by according even-handed justice to aggrieved seamen.

The present consular incumbent at Rotterdam is an old and frequent offender in this regard. Why?

In the JOURNAL of Nov. 10, as our readers will recall, we discussed at some length, the case of a complaint made by five seamen from the S. S. "City of Flint" to this selfsame consul, accusing the chief officer,

while frenzied with drink, of making a murderous, unexpected and entirely unprovoked attack with a deadly blackjack upon an unarmed and defenseless seaman.

In that case, it was reported, the consul obligingly quashed the complaint and ordered the witnesses back to their ship, at the master's suggestion.

Can any one remind us of a prominent case wherein an American consul has disregarded a complaint preferred by a master against an insubordinate or delinquent seaman? Why are consuls such obvious respecters of persons?

A possible explanation of this prevailing consular prejudice against seamen complainants may be found in the recollection of an historical incident which occurred within the United States. On the theory that history repeats itself, we relate the incident in point for what it may be worth.

Away back in the early eighties, Mr. James B. Reed was appointed Shipping Commissioner in the port of New York, through the special intercession of the late Chester A. Arthur, then President of the United States, as a mark of personal esteem. That was probably the most appropriate appointment of Mr. Arthur's whole administration. Upon his retirement from the presidency in 1885, Mr. Arthur requested of his successor, Grover Cleveland, as a personal and parting favor, that Mr. Reed be retained as Shipping Commissioner at New York during the incoming administration. This request, of course, was complied with, to the intense dissatisfaction of the "spoils system" adherents in control of the political situation in New York, and who joined vociferously and unanimously in the old party slogan, "Turn the rascals out!"

Thus it came about that Mr. Reed remained in uninterrupted though not unprotested occupation of his office during a period of nine years, throughout two conflicting national administrations, a hostile and intensely acrimonious period when party affiliation was the only logical excuse for public spoils.

From the very outset of his first term as Shipping Commissioner, Mr. Reed accepted his official duties seriously and proceeded to fulfill them faithfully and conscientiously, to the great consternation and despair of the crimping combine, whose members and parasites had always been previously accustomed to dealing with fellow crimps and ward healers disguised as "deputies," when invading the shipping office to rob or coerce seamen.

But Mr. Reed's first offensive was a revelation to the crimps, and properly supported by his superiors in Washington would have led straight to their inevitable finish. It must be borne in mind, also, that those historical incidents occurred before the seamen's unions hove in sight, even on the Pacific Coast. One of Commissioner Reed's first official acts was the complete and rigorous exclusion of all classes of crimps, including boarding masters, runners, shipping agents, jackals and parasites of all kinds from his official precincts. Notices of such exclusion were printed and publicly posted in all parts of the premises, warning all would-be offenders of this ruling, and police officers were stationed at the entrances of the building to enforce it.

Printed circulars were likewise conspicuously posted in the old Barge Office, setting forth in distinct and forcible language the reason for the promulgation of such drastic rules, and the determination, as Mr. Reed announced, to carry them out unswervingly "unless and until I have been directed by higher authority to do otherwise." And, unfortunately, Mr. Reed's personal apprehensions in this regard were eventually to be fulfilled in fact.

Among many other public circulars posted at the Barge Office by Mr. Reed, was one setting forth his personal views regarding the duties and purpose of the Shipping Commissioner's office. The office, he firmly asserted, was established primarily to protect seamen as far as possible from their ancient enemies and despoilers, the crimps, and to facilitate the efforts of masters in securing reliable crews. In order to carry out his proposed plans Mr. Reed converted his entire premises in the old Barge Office into a public waiting room and employment bureau for seamen only.

Notices were posted inviting seamen to make free and unlimited use of the premises provided for their protection and convenience. Settees and reading matter were provided, so that seamen might rest and pass the time away comfortably and profitably while waiting either to sign on or be paid off.

Seamen holding good discharges from American vessels were assured the preference in shipping over men supplied by the crimps, and shipmasters were invited to co-operate in carrying out this policy.

A branch office was opened by the Commissioner at No. 68 West St., North River, to look after the welfare of seamen engaged in the immense coastwise trade, which at that time centered in the port of New York.

This office was placed in charge of a certain Mr. Jones, likewise a man of sterling honesty and unimpeachable character, and one of the truest friends the seamen ever had.

Addressing himself to the hostile crimps and the public generally, in justification of his new policy, Mr. Reed said in part, as near as we can remember the words of his circular: "While I do not consider it as being to the best interests of seamen to aid or encourage them in avoiding the payment of their just obligations, I do realize at the same time that in the vast majority of cases the bills presented here by alleged creditors of seamen are either fictitious accounts framed up against them while under the influence of liquor, or rum bills for the very same drinks that got them so."

Mr. James B. Reed was the real John the Baptist of the seamen's unions on the Atlantic Coast. A little ahead of his time and generation, perhaps, but he was the real voice and forerunner of all the magnificent reforms and improvements that have since transformed the whole scheme of seamen's lives.

Alone and unaided, save by his own sense of righteousness, force of character an dfficial influence, he held the entire wolfish horde of predatory, conspiring beach pirates in check for several years, and protected the seamen at all hazards and against all comers.

But the position of the organized crimps at length became utterly precarious and not at all permanent. Under the new state of affairs they were rapidly losing their power and prestige over the seamen, and without that the source of their revenue and the hope of their gain would likewise be gone.

In sheer desperation at length the organized crimps called their faithful backers and loyal associates, the shipowners and the patrons of the Sailors' Home (?) to their support. Hadn't the Superintendent of the Home (?) gone to Washington in a previous emergency and saved their conspiracy from destruction by securing a practical substitute for the prohibited advance system? Certainly! And wouldn't he oblige again to save the "blood money" monopoly? The Sailors' Home (?) runners had likewise been excluded from the Commissioner's office! Certainly! If this exclusion game was to be kept up much longer an honest thief would be actually compelled to work for his living! Thus reasoned the crimps, and their devoted allies came secretly to their aid. Through certain devious and mysterious channels undue and pernicious influence was brought to bear in certain exclusive sanctums in Washington, and as a result an official admonition came to the sailors' only friend and protector, "reminding" him that "the Shipping Commissioner's office was established to help, not to hinder commerce."

Therefore Mr. Reed was obliged to desist in the program of righteousness which had hitherto governed the business of his important office, and let the devil have his day.

In view of the foregoing notable precedent, and in the face of existing conditions, is it not rational as well as reasonable for seamen to surmise or suspect that American consuls are being similarly admonished or trifled with by some subtle and unseen power? We do not assert or even allege that such is the case. We only suggest, upon the theory that history repeats itself, that stranger things have happened.

In the course of his affidavit, which is the basis of this discussion, the deponent seaman reports the consular statement made to him in Rotterdam, as follows: "He said he knew this captain bore a bad reputation, but that he could do nothing for me. He said that personally he would like to help me, but as he is representing the American Government he could not do so."

Since when, and by what authority, has the "American Government" forbidden its consuls to protect its merchant seamen against unlawful treatment abroad? Is it possible that all American consuls have been secretly instructed that their offices are also established "to help, not to hinder commerce"? The practical unanimity of their acts in dealing with such cases in widely separated parts of the world renders such a theory a tenable proposition, to say the least.

That the American consular service is badly in need of a thorough overhauling and all around shaking up has been evident for a long time.

Personal protests to the State Department from individual seamen, however, are a mere waste of time. We might as well sing our sorrows to the deep sea. What

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OUR WASHINGTON LETTER.

(By Laurence Todd)

What does the new Needles Trades Alliance mean, and how will it affect the American Federation of Labor?

That question is in the minds of all trade union officials here, as the fact is borne in upon them that the 300,000 members of the four largest internationals in the garment trade inside the A. F. of L. have united with the "outlaw" Amalgamated Clothing Workers of America to resist the organized employers in the latter's demand that piecework be restored. Along with the restoration of piecework the bosses propose to regain the sole right to hire and dismiss employes. They aim, in short, to destroy the vital positions won by the strongest union in the garment trades. The battle is on, and every American community will feel its effects.

The International Ladies' Garment Workers, speaking through President Schlesinger, says that the Alliance is formed purely for defensive purposes, because the garment industry is so closely united in all its economic elements that the unions can no longer fight alone to any advantage. Henceforth they will help each other in all their battles and will seek a common program of progress.

The other bodies which have entered into the Alliance are the United Cloth Hat and Cap Makers of North America, the Journeymen Tailors, and the International Fur Workers' Union. The Ladies' Garment Workers and the Amalgamated Clothing Workers took part, last summer, in the organization meeting at Copenhagen of the International Federation of Needle Trades Unions. All five of the organizations are faced by the same demands on the part of the employers—to the extent that these points have been won by the unions. If the Amalgamated is beaten in the great lockout begun by the employers in Boston and New York this week, the four organizations affiliated with the A. F. of L. will next be attacked, one at a time.

The tendency of all the internationals to form defensive alliances within the industries is stimulated by the word from Boston that the textile manufacturers have met in conference and agreed to cut wages in the textile industry 22½ per cent. More than 250,000 men and women are affected by this drastic lowering of the standard of living in the poorest-paid industry in the country. Textile unions are not strong. The bosses have all the advantage. But such as they are, the unions in most of the textile towns are planning to resist the cut.

It is to be noted that the United Garment Workers and the United Hatters are not included in the Needle Trades Alliance. They have at all times refused to have any dealings with their respective rivals, the Amalgamated Clothing Workers and the Cloth Hat and Cap Makers. The Amalgamated, with over 100,000 members—some say they have 200,000—controls virtually nine-tenths of the men's ready-made clothing industry. The Cloth Hat and Cap Makers are suspended from the A. F. of L. because of their failure to obey a convention award giving a large part of their membership to the United Hatters. But the irregular unions continue to flourish and to improve the conditions of their members.

Almost equal in importance to the developments in the garment and textile industries this week have been the events in the railroad world. President Johnston of the International Association of Machinists, speaking for the executives of the sixteen standard railroad labor organizations, issued on Monday a long letter to Vice-President Atterbury of the Pennsylvania Railroad Co., denouncing Atterbury's statement that the sixteen brotherhoods and unions were plotting to establish a "One Big Union" and the "closed shop," and through these agencies force the country to accept Government ownership and democratic operation of railroads under the Plumb Plan.

Johnston showed, from the records, that the railroad unions have never demanded the "closed shop," because they do not need any such contract. They have not plotted to form a "One Big Union." On the contrary, they have been convinced by experience that it is the railroad companies' officials who have financed detective agencies which have paid many of the most active "One Big Union" agitators to try to break the solidarity of railroad labor. And finally, the railroad labor unions are quite aware that their only chance to secure the adoption of the Plumb Plan is through the education of the American people to the economic advantage of co-operative as against profiteering control.

Atterbury, who is an old-time labor-baiter, had accused the unions of this "plot" because they asked the Railroad Labor Board to re-establish the national adjustment boards that handled the grievances of the men in the shops and in the maintenance departments especially. When Atterbury sprung his sensational charges, a small panic in railroad stock ensued, and several millions of dollars were lost by the frightened old ladies who gamble in Wall Street. Johnston, in his reply, showed that Atterbury was merely trying to destroy the unionism which the Pennsylvania and other roads had kept off their roads for many years by means of spies, gunmen and general intimidation. Now that the shops are organized solidly, and even the section hands are in the union of their craft, the management seeks to break down their defense by crying "plot" and "radicalism."

"Naturally," says Johnston, "the workers will resist by every means they can command under the Constitution and laws of our country."

Moreover, the Pennsylvania has begun to let contracts to the Baldwin and other private shops for work which should be done—and has been done at 60 per cent. of the contract cost—in the road's own shops. This is to be followed by leasing the Pennsylvania shops to these outsiders, which are connected by a system of interlocking directorates with the Pennsylvania company. Johnston brands their plan as a "brazen attempt to evade the provisions of the Transportation Act." Besides, it is to be worked on the notorious "cost plus" system, and railroad rates are to be boosted so that the public will pay as much as the ruinously high charges of the private contractors may make desirable.

There is war in West Virginia, this week, as usual. Federal soldiers are holding Mingo county, and President Lewis of the United Mine Workers, and Governor Cornwell are exchanging further opinions of one another, although the mine operators' trade papers have been publishing favorable articles on the candidacy of Lewis for re-election as head of his international union. Winter weather in West Virginia is making the tent colonies in the strike zone a pitiful place of abode for the thousands of women and children who are sheltered there, but the spirit of the strikers was never stronger. If they are finally beaten it will be because they have not had their fight properly made for them in Washington, where the control of Federal troops is located. The soldiers have disarmed the strikers, but apparently the company gunmen in Mingo county retain their weapons. That fact tells its own story of the possible outcome.

Immigration legislation, which yesterday seemed certain to be rushed through Congress in this session, has had a setback. The House will pass the bill forbidding general European immigration for the next 22 months. The Senate will go slowly. One reason is that there is a protest from the Senators interested in the future relations of the United States with Germany, who fear that a bar to immigration now may seriously affect the political security of the German Government and possibly other governments whose working people are tempted to become communists. Another reason is the suspicion that the anti-Jewish agitators, such as Henry Ford, are "putting something over." The third, and most weighty, is the desire of big non-union employers to keep a supply of cheap foreign labor coming, to break strikes.

The group which talks of the right of political asylum here for the oppressed peoples of the earth is very small. Idealism is at a low ebb in this Congress.

LUMBER IN AFRICA

A reinforcement for the world demand for lumber is preparing in British East Africa, where there are between 2,000,000 and 3,000,000 acres of woodland to draw upon, and a new industry, very infantile at present, is expected to grow so rapidly that the government is now considering plans to improve the harbor facilities for exporting the forests. The best wood is suitable for wheelmakers and wagon-builders and the making of wood block paving, railroad ties, bridges, ox yokes and ax, pick and tool handles. It also makes good flooring and lining boards. The builder, however, must needs be of a patient disposition if he postpones building until these British East African woods are available. Meantime there are new sounds in some of the African forests, the rhythm of the woodman's ax, the buzz of the sawmill, and the puffing of undersized locomotives on the narrow-gauge tracks that are penetrating from the main line of railways into the woodlands. And many a workman, no doubt, will some day work with tools whose handles grew in an African forest.

The compulsory arbitrationist would cure the disease by killing the patient.

FIVE WEEKS IN SOVIET RUSSIA

(Continued from Page 7)

today for the liberation of mankind, and then look at our moon and it will appear less sombre to you."

We passed through several streets and squares. The streets were unlit, yet there were lots of people everywhere. The benches on the squares were occupied with couples. "Do you see this section," Ogursky remarked to me as we turned into a wide, fine street lined with tall attractive buildings which must have housed big business enterprises before the Revolution, "this street was impassable for women until three years ago. This was the market of Moscow's prostitution. Hundreds and thousands of women street walkers used to gather here of nights to sell themselves. This section before the Bolshevist revolution was Moscow's Tenderloin. Tonight it is quiet and clean. Those unfortunates have disappeared."

"What became of them?" I asked.

"Most of them went to work," was the answer. "Very few women take up prostitution for the love of the profession or because they are driven thereto by unbridled passion. Most of them lead a life of shame owing to economic circumstances; others because they cannot obtain work; still others because they cannot make enough to live on from their earnings. There were some who could not withstand the temptation of wearing such nice clothes as rich women used to wear here. Today, however, there is enough work for everybody, and everyone must work. Today everyone gets three meals a day and all necessities of life, and we haven't in our midst idle rich and overdressed women who excite envy in others.

"Yes, most of these," he continued, "have gone to work in factories and are leading wholesome family lives, and those with whom this life of shame has become second nature and who wouldn't go to work, we simply compelled to give up this mode of living. Some of these have been sent to institutions, while others have been jailed for long terms."

"Do you mean to say then that you have completely done away with prostitution," I asked him.

"I don't say that we have totally abolished it," he replied, "but we, the Bolsheviki, the godless people of Russia, have done more in that respect and with more success than the French, the Germans, the English, and even the Puritan Americans—of this I have no doubts."

"Tell me something about the nationalization of women in Soviet Russia," I inquired.

"Are the American papers still feeding you on these ugly tales?" he turned eagerly towards me.

"Some still write about it occasionally, though in a rather less positive way," I said. "Only a few weeks ago there appeared in a New York newspaper a story about 'Woman's Week' in Soviet Russia, a week during which every man was supposed to have been given the privilege of selecting for himself any woman he desired and of compelling her to live with him. I read this in New York, and I am sure that this story was reprinted in many other newspapers in America."

"A 'Woman's Week,' a 'Woman's Week,'" Ogursky was repeating to himself, as if trying to recollect something. "Oh, yes, I have it!" he burst out laughing. Your American correspondent was either a fool or a knave, or perhaps both," he said merrily. "Indeed, we had here a 'Woman's Week.' But this was a week devoted to a drive among women to join the Communist Party. We have had several such propaganda weeks. A few weeks ago we had a 'Young People's Week,' during which we conducted an agitation among the young to join the young people's sections of the party. During the past six months we had a 'Red Army Week,' a 'Book Collection Week.' So your correspondent must have construed it as a week during which men were given the license to pick for themselves any women they might desire. Very clever indeed.

"Family life in Soviet Russia is more chaste than in any other country in the world," he continued. "Our marriage and divorce laws are such that make impossible the scandals and hypocrisy witnessed in other lands."

"Tell me something about your marriage and divorce laws," I asked him.

"In Russia today, when a couple make up their minds to get married, they carry out their purpose without any difficulty or 'red tape.' They go to the official bureau and register as husband and wife and that act constitutes marriage. If they are religious, they may go to a priest or rabbi, but that is their own affair. Divorces are just as simple. If both husband and wife agree to part, they have no difficulty whatever. They don't have to go to any court, or to make any fake accusations against one another, as is being done elsewhere. They go to the official bureau and declare their intention to get divorced, and this constitutes the act of divorce. In case, however, when only one side desires to get divorced and the other does not—whether that be the husband or the wife—the case goes to a hearing, and without lawyers or detectives at that. The matter is passed upon by a jury of three and let me tell you, I have not yet heard of a case where such judges have compelled either a wife or a husband to live together against their mutual will."

"And who takes care of the children in case of divorce?"

"Children under sixteen are taken care of by the Government anyway" he replied. "Many married people raise their children in Soviet children's institutions. In case of divorced couples, the children are naturally taken into Government homes. But our children's homes are not like similar homes in Europe or America. In our homes they receive the best education and the best food and clothes that we possess.

"Your newspapers have been telling lying tales about the 'nationalization' of our women. The truth is that we are encouraging marriages here. All cities, for instance, have adopted laws to give each groom and bride 40 arshines (about 35 yards) of linen gratis. In Moscow they get in addition to that a special bonus. The groom gets a special suit of clothes and the bride a wedding dress. Mind you, if one were to attempt buying such clothes under present conditions one would have to spend one thousand rubles, whereas in this case they get it for a nominal price; one thousand rubles—about twenty cents in American money.

"We have even had some comical occurrences in connection with this law which ended tragically in a few instances. The 'Tchrezvychaika' (Extraordinary Commission) has discovered a gang of couples who kept on continually marrying and divorcing each other in order to obtain the eighty arshines of linen and the two suits of clothes. The gang was arrested and some of them paid quite dearly for it."

We soon reached the Bolshaya Sadovaya where Goldfarb, Petrovsky's residence, was located. I took leave of Ogursky and entered the gate of the house.

(Concluded in next week's issue.)

WEEKLY NEWS LETTER.

(Continued from Page 3)

interesting to a public dependent upon artificial heat would be the businesslike reorganization of a mismanaged industry."

Profiteering in Glass.

Window glass has increased in price 300 per cent. in the last four years, and plate glass 400 per cent., said Senator Kenyon, a member of the Senate committee which has been investigating housing conditions.

"Our committee discovered," said Senator Kenyon, "that although they had orders to be filled, plate glass manufacturers shut down their works to keep up prices. The committee intends to send the testimony taken in this connection to the Department of Justice."

The lawmaker declared that the country needs 1,000,000 houses, and that probably 20,000,000 people are not properly housed. He said that in one district in Chicago he found there was an average of 17 persons to a home.

"I believe it is imperative that something should be done," he said. "The present situation is creating a great deal of unrest."

ATLANTIC COAST AND GULF

(Continued from Page 9)

is needed to bring about a practical reformation in the consular service is a formal demand from the International Seamen's Union of America, backed by the necessary evidence produced by men in the service to justify an official investigation. For this reason we respectfully suggest that all seamen having bona fide grievances of any kind against consuls, or consular officers abroad, should file affidavits upon their return, not with the State Department, but at the first union office they arrive at; and that all such depositions be preserved and carefully recorded as cumulative evidence of consular misconduct or neglect. These affidavits will, in the end, be bound to compel attention somewhere. Some public officials are fearless, and thorough, honest and efficient as well.

JAMES H. WILLIAMS.

International Seamen's Union of America

(Continued from Page 5)

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Labor News

The American Sugar Refining Company announced a general reduction of 10 per cent. in wages, which affects more than 2500 laborers in its northern refineries.

There were 400,104 members in good standing in the Brotherhood of Carpenters at the close of the fiscal year, reports Frank Duffy, general secretary of that organization.

Business men in Little Rock, Ark., are worried over a loss of business, and their chamber of commerce is devising methods to attract out-of-town buyers. These business men have stood behind anti-unionists in their war against organized labor, and organized labor retaliated by urging unionists to give the city a wide berth. The business men are now reaping what they sowed—hence the squeal.

The Miami Cycle Company of Middletown, Ohio, posted a notice on Saturday that the plant would be closed "until further notice" because of industrial conditions. The following Monday the management notified its organized polishers that the plant would resume if they accepted a wage cut. These workers refused the offer and are using the incident to show why employers want the non-union shop.

Cheap labor employers in Oregon are extremely modest in their plans to hamstring organized labor. All they ask is that the unions be incorporated, that strikes be outlawed and that a State body be empowered to set aside any agreement entered into between employers and a trade union. With these few changes the cheap wage advocates might be induced to permit the workers to organize ping pong parties and golf clubs.

The ridiculous lengths that anti-unionists will go is shown in the cheap stunts of the Better American Federation to attract attention to its non-union campaign. Two of its representatives appeared on the streets of Martinez, California, in an automobile. They were dressed in the garb of the mythical Uncle Sam and made speeches on the street corners. These attempts to capitalize a patriotic spirit are so unreal that they are reacting on the antis.

The Washington State Federation of Labor will establish a weekly labor paper in the near future. The recent political campaign has removed every doubt on the need for additional education and publicity by organized labor. Officials of the State Federation of Labor state that they will co-operate with existing labor papers, and as the field is a wide one, there will be no competition except in the sense of rivalry to develop stronger publications.

Anyone who says American citizens have no right to strike "is talking through his hat," says the Cincinnati Post, which declares that strike opponents are "creating bitterness and disorganization and are playing into the hands of the bolsheviki." "Whoever heard of President Wood of the American Woolen Company being sent to jail for arbitrarily shutting down his mill," asks the Post. "Whoever heard of Judge Gary being arrested for speaking in favor of the 12-hour day? We believe that men have a right to quit work, and we believe they have a right to talk about it."

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TERMS ARE REASONABLE

Rights and Duties of Merchant Seamen

SEAMEN, have you got a copy of Axtell's new book, "Rights and Duties of Merchant Seamen"? It deals with income tax, how to become a citizen, contains a complete digest of the Constitution of the United States and amendments, the famous Thirteenth Amendment, declaring that men shall not be compelled to do involuntary servitude under the laws of the United States; a history of the great fight made by organized seamen of America for liberty, how that liberty was obtained and is now expressed in our statutes and is buttressed by the foundation of our Government itself, the Constitution of the United States. This book contains a complete digest of the Constitution of the United States. It contains a complete digest of the Statute of the United States pertaining to seamen, officers, consuls and owners, their rights and duties to themselves and to each other; the subject of wages, overtime, salvage, personal injury, discharge in foreign ports, wrongful and proper; questions of discipline; rights and duties of consuls are fully set forth in this little volume of one hundred pages.

The actual cost of publication is 65c. The price is $1.00 in single copies. In orders of ten, a discount of 10% is allowed. In lots of twenty 20% is allowed, in lots of twenty-five 25% discount, in lots of one hundred 30% discount. In other words, in lots of one hundred there is 5% to cover cost of shipment.

The author, Silas B. Axtell, Attorney for the International Seamen's Union of America, in nine fights before the Supreme Court of the United States to enforce the Seamen's Act, Attorney for the Seamen's, Firemen's and Cooks' organizations in innumerable legal battles, is the leading authority on the law pertaining to seamen.

There are only 2000 copies of this book to be disposed of. They are going at the rate of 250 per week by mail order alone.

This is what Harry Olsen, who initiated Mr. Axtell into the Sailors' Union of the Pacific before he went on board the "West Calumb" as ordinary seaman in September, 1919, says:

> "Your book, 'Rights and Duties of Merchant Seamen,' ought to be in the hands of every seaman. Knowing the law would settle a good many disputes which now arise. I will do my best to further the sale of the book and to start with I enclose P. O. Money Order for $20.00 for which kindly forward twenty books as soon as you can."

The following is quoted from a letter just received from Frank Manning, an American Seaman, who met with a serious accident on board an American ship. After stating the facts in his case and asking for assistance and advice, he says:

> "Orunds Hospital, Copenhagen, Denmark, October 27, 1920.
>
> "As I am not up in the Maritime Law whatever and do not pretend to know the least thing about it, it is no good for me to get into any arguments over here with these people because an uneducated person cannot cope with them. Well, Mr. Axtell, hoping to hear from you and hoping this finds you in good health, I am
>
> "Respectfully yours,
>
> FRANK MANNING,
> Copenhagen, Denmark."

Every seaman should have one of these books, "Rights and Duties of Merchant Seamen."

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INFORMATION WANTED

Any one knowing the whereabouts of John B. Isaacs will please notify Chas. F. Bullock, Marine Cooks' and Stewards' Association, 321 Twentieth street, Galveston, Texas. Matter of great importance. 3-31-20

To the Officers, Agents and Delegates of all Seafarers' Labor Organizations in the World and particularly to the Seamen and Officers Affiliated with the International Seamen's Union of America.

That another year may pass and find you and me still in the service of mankind, struggling for the right, deserving and enjoying the confidence of the Seamen whom we serve and of each other is the sincere Christmas wish and New Year's greeting of

Silas B. Axtell

December 25th, 1920

Home News

During the first eight months of this year the production of coal was 408,904,000 tons, an increase of 54,994,000 tons over the first eight months of the previous year, reports the bureau of mines.

The breaking of contracts by American concerns doing an import business has reached such proportions that the standing of the United States in the world's markets is threatened, says the Guaranty Trust Company of New York, in its bulletin.

Nearly 50,000 pounds of Columbia River salmon, declared to have been improperly canned, were ordered Salt Lake City. All of the shipments libeled were from the Tallant-Grant Company at Astoria, Ore., according to Federal officials.

This year Standard Oil has paid dividends of $115,220,720, a new high record. In the nine years from 1912 to 1920, inclusive, total cash payments to stockholders total $807,725,565. It is claimed that the present market value of stock dividends increases this amount to more than $1,500,000,000.

Export figures made public by the Department of Commerce indicate production possibilities of this country. In October these exports were valued at $752,000,000 against $605,000,000 in September. For the ten months ending with October exports were $6,832,000,000, compared with $6,499,000,000 in the same period last year.

The United States Supreme Court has busted another trust in a decision ordering the Lehigh Valley railroad to divest itself of the Lehigh Valley Coal company. When the news reached Wall street the railroad company's stock advanced in price on the theory that the stockholders will receive valuable rights as a result of the dissolution.

"Shoes should come down," writes Richard Spillane in the financial column of the Philadelphia Public Ledger. "The greatest leather company in America is reported to have purchased 400,000 hides at prices ranging from 13 to 16 cents a pound. Last year hides of the same grade cost nearly 50 cents a pound. Hides now are selling on a pre-war basis. In fact, they are a little below it."

"With hogs bringing only $10 a hundredweight at the Chicago stock yards, where in July last year the quotation was $23.60, and with wheat and flour at less than one-half the prices commanded before the decline began, the American farmer has a grievance which he naturally voices," says the New York World. "These sharp reductions in basic food values ought to be reflexed in the commodity markets everywhere, but they are not. Most of the things that the farmer buys are presented to him at war-time prices.

In an address to business men in New York, Julius Kruttschnitt of the Southern Pacific Railroad Company urged the repeal of laws that limit the length of freight trains "and compel the employment of unnecessary men." The speaker wants things fixed so a train will be a couple of miles long with as few in the crew as possible. This, he says will aid efficiency. Railroad employees have secured legislation that limits the length of freight trains and provides for a sufficient number of men in the crew to protect life and property.

Domestic and Naval

The wood barges "Nashville," "Hermitage," "Old Hickory" and "Caney Fork," the sale of which, by the U. S. Shipping Board, to W. B. W. Mann, Baltimore, was reported in the press, has been canceled.

The Cuban prohibition on the importation of rice has been extended to March 31, 1921, by a decree of Nov. 19. (The former prohibition on the importation of rice was to be in effect until January, 1921.)

The new Spanish liner "Alfonso XIII," in course of completion at Bilbao, was badly damaged by a fire believed to be of incendiary origin. The whole interior was wrecked, the damage being estimated at 12,000 pesetas.

The Polish-American Co-operative Company, which propose to operate a steamship service between Danzig and New York, is reported to have acquired the British S. S. "Nigeria," 3755 tons, built in 1901, formerly an Elder-Dempster liner, to carry emigrants.

France has returned to the Hamburg - American Line the small steamers "Cobra," "Silvana" and "Kehrwieder." The Hamburger Correspondenz states that the Cunard, Luckenbach and American Lines will soon acquire their own terminals in the port of Hamburg.

The Royal Mail Steam Packet Co. will establish next spring a transatlantic passenger and cargo service between New York, Southampton, Cherbourg and Hamburg with the S. S. "Orduna," "Orbita" and "Oropesa," all large and commodious liners, fitted with magnificent passenger quarters.

Thirty Chinese, members of the crew of the British S. S. "Elder Branch" at Newport News, Nov. 27, overpowered the watchman and deserted, carrying with them about ten pounds of opium. Twenty-two of the men were arrested later and more than two pounds of opium recovered.

The first section of the German Floating Dock No. 23 has been surrendered under the terms of the Peace Treaty, and has arrived at Sheerness in tow. Two other floating docks have already been surrendered by Germany and brought to Sheerness, one of them being a huge structure capable of lifting 40,000 tons.

In view of the withdrawal of U. S. Army Transport Service from the New Orleans-Chistobal run, it is anticipated that the Panama Railroad will inaugurate a Cristobal to New Orleans service. The Army transports will hereafter sail between New York and San Francisco, touching as formerly, at Porto Rico and the Canal Zone.

A report received from Habana, December 1, 1920 reports that 15 vessels are unloading at the Habana docks, 25 unloading in the harbor, and 12 awaiting an opportunity to unload. Of schooners, there are 14 discharging and 14 awaiting an opportunity to discharge. During the past week the customs authorities dispatched 311,000 packages compared with 200,000 packages during the previous week. There has been moderate improvement in shipping conditions, 20 more vessels having cleared than entered. Concerning conditions at the docks and in warehouses there is as yet no material change.

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Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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News from Abroad

Of the 810,700 metric tons of coal imported into Switzerland during the first half of 1920, considerably more than one-half, or 432,602 metric tons, came from the United States. Germany follows with 157,371 metric tons, and Great Britain and Belgium next with 126,843 and 71,718 tons, respectively.

The Rotterdam firm of van Niewelt, Goudriaan & Co. has arranged with the Roland Line, Bremen, to transfer to the latter 10 small steamers in exchange for two 10,000-ton steamers built on the Weser. Some of the small vessels thus exchanged have been chartered to Robt. M. Sloman, Jr., for use in the Mediterranean.

The Italian State Railways intend to book through cargo from about 150 inland points in Italy to Canada, New York and Philadelphia, via Genoa and Naples. Exporters will receive a through bill of lading which will join the liability of the railways and of the maritime carriers. If the experiment proves successful, it is intended to extend it in other directions.

The Oriental Navigation Company will inaugurate, with the early sailing of the 7,500-ton d.w. Shipping Board steamship "Chester Valley," from Rotterdam, a regular service to Smyrna, Salonika, Constantinople, Braila and Constanza. A monthly schedule will be maintained with this steamer and the steamship "Sinsinawa," 7,825 tons d.w., calling at Antwerp and Marseilles.

The "Fritjof," 167x35x19 feet, recently launched at Gothenburg for the Gothenburgs Bogserings Akt., is said to be the largest salvage vessel in Scandinavian waters. She is propelled by three Diesel-driven dynamos generating a total of 1,250 h.p., and is able to pump 5,500 tons of water per hour. It is stated that she could run from her home port to New York or Java without refueling.

Search of the Italian steamship "America" upon arrival at Genoa from New York revealed a quantity of tobacco, sugar and coffee, which, it is alleged, was being handled by smugglers. In addition 400,000 rubles were found in the custody of the wireless operator. He declared the money was not to be used for political purposes, but belonged to speculators. The money and goods have been seized by the police.

The Italian levy on capital has proved a great disappointment. It was expected that 620,000 individuals would be subject to the tax which applies to property in excess of 50,000 lire, but only 361,000 have been found. The predicted annual yield of the levy of 783,000,000 lire, has dwindled to 450,000,000 lire for the first year of enforcement. The tax levy has shown that Italian wealth is more widely held than was supposed.

One of the Cardiff cargo-boat companies, the County Shipping Company, which owns two boats aggregating 11,300 tons d.w., valued at £20¾ per ton d.w., is stated to have earned more than 50 per cent. on its issued capital of £150,000 last year. The company has reduced its mortgage liabilities from £119,952 to £18,299 and distributed a dividend of 12½ per cent. last year, carrying forward £58,053 to meet depreciation and taxation.

With the Wits

Prophecy.—Old Omar doubtless had us in mind when he spoke of the profit's paradise to come.—Cleveland News.

"Mrs. Gaydog is seeking a divorce on strictly modern lines." "Zatso? What grounds?" "Incompatibility of political beliefs"—Kansas City Star.

Husband (discovering the hall full of packages)—Heavens! You must have had a successful shopping day. Wife—Yes, dear, and that isn't the best of it. I have actually got something that I am going to keep. —Toledo Blade.

"Going away this summer?" "Guess not. Pa and ma can't agree." "What's the matter?" "Pa wants to go somewhere where he can play golf, and ma insists on going to a place where golf has never been heard of."—Detroit Free Press.

"There's a lady up in front who wants to buy an Oriental vase," said the curio dealer's assistant. "Does she look as if she had money?" "Yes, but she doesn't look as if she'd had it long." "Good. I'll wait on her myself."—Birmingham Age-Herald.

Husband (newly married)—Don't you think, love, if I were to smoke, it would spoil the curtains? Wife—Ah, you are the most unselfish husband in the world; certainly it would. Husband—Well, then, take the curtains down.—Carolina Tar Baby.

"How do you do, sir," saluted the suave agent at the door. "I am offering to the few persons in each community who are of sufficient culture to appreciate it this valuable literary work, which undoubtedly—— Pardon me, but what is the matter with the lady at the telephone there? Is she having a fit, or——" "That's my wife," replied honest Farmer Fumblegate. "She is listening in on the party line while a lady who stutters is relating in confidence to another lady who is deaf the details of a right revolting scandal."—Kansas City Star.

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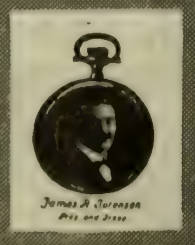

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JAN -5 1921

THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XXXIV, No. 17. SAN FRANCISCO, WEDNESDAY, DECEMBER 29, 1920. Whole No. 1733.

SEAMEN'S RIGHT TO DISCHARGE

Federal Judge Rules on Alleged Desertion of Seamen

A Federal Court decision of more than ordinary importance and in favor of seamen has been rendered by District Judge Waddill at Norfolk, Va.

In more than one aspect this decision should have a salutary effect on certain elements in America's Merchant Marine.

The points at law involved are not new, but the judgment of the Court (this being the second trial of the case) leaves no doubt that brutality at sea is no longer held justifiable as it was in the "good old days," when elastic reasoning justified almost any crime against seamen.

The verdict of Judge Waddill, together with an introduction summarizing the case, is published herewith.

Eight seamen, through their attorney, Jacob L. Morewitz of Norfolk, Va., sued the owners of the schooner "Marie F. Cummins" for pay due them for work on the vessel, which the owners of the vessel had refused to pay on account of the fact that the captain advised the owners that the men had deserted the vessel at Sewell's Point.

Members of the crew of the "Cummins" stated that the captain of the vessel had repeatedly threatened them with death when the vessel reached mid-ocean on its voyage to a Scandinavian port, whenever they demanded their unpaid wages, and he had attempted to assault them a number of times on the vessel without provocation whatsoever, and that all they wished was their pay and release from the vessel.

In specific language the libellants in the petition asserted that: "Thomas McIver, Master, since taking command of the vessel at Galveston, Texas, had been in a continuous state of intoxication, and while in such state of intoxication has repeatedly attempted to assault various members of the crew without any just cause whatsoever. That the said Thomas McIver has unlawfully refused to permit the complaining members of the crew to lay their various complaints before a U. S. Commissioner, as provided by law, and has heretofore compelled members of the crew who are libelants herein to remain aboard the vessel against their will after they had made respectful application to the master that they be allowed to file a complaint, said applications being answered by the master again attempting to assault various members of the crew and threatening them with bodily harm and with death when the vessel shall have arrived in mid-ocean, said vessel being bound for a Scandinavian port."

Judge Waddill decided for the men last September, but the company moved for a new trial, which was granted. He again decided against them, and, according to the law, a seaman in a case of this kind will get two days' pay for every day he is waiting for his money, so the judgment this time amounts to $7233.17, practically double what it did last time.

The order of the Court follows in full:

In the District Court of the United States for the Eastern District of Virginia.

In Admiralty—No. 2682.

James Jackson et al., Libelants, Tommy Hara, Intervening Libelant, v. Schooner "Marie F. Cummins."

This cause came on this day to be heard on the libel of James Jackson, John Lewis, John Boyce, Esau Louie, Bernardo Bomba, Louis D'Anglebermes, and Lee Van Ward, and the Intervening Libel of Tommy Hara on the pleadings and proofs submitted, and having been argued by the proctor for the libelants and intervening libelant, and due deliberation having been had in the premises, it is now by the Court adjudged, ordered and decreed that the Libelants James Jackson, John Lewis, John Boyce, Esau Louie, Bernardo Bomba, Louis D'Anglebermes and Lee Van Ward do recover of the schooner "Marie F. Cummins" the respective sums to wit: One hundred and seventy-five dollars ($175.10) ten cents, to James Jackson; one hundred and seventy-nine dollars ($179.69) sixty-nine cents to John Lewis; one hundred and sixty-one dollars ($161.18) eighteen cents to John Boyce; one hundred and eighty-six dollars ($186.67) sixty-seven cents to Esau Louie; one hundred and seventy dollars ($170.88) eighty-eight cents to Bernardo Bomba; two hundred and fifty-nine dollars ($259.50) fifty cents to Louis D'Anglebermes, and two hundred and seventy-two dollars ($272.50) fifty cents to Lee Van Ward, with interest thereon from the twenty-first day of August, 1920, and their costs; and that the Intervening Libelant Tommy Hara do recover the sum of three hundred ($300.00) dollars, with interest thereon from the twenty-third day of August, 1920, and his costs, of the said schooner "Marie F. Cummins," all the said sums totaling seventeen hundred and five dollars ($1,705.52) and fifty-two cents which is hereby decreed unto them, together with interest as aforesaid, and their respective costs.

And it further appearing unto the court that under section No. 4529 of the Revised Statutes of the United States, as amended, that the said libelants and the said intervening libelant are entitled to receive waiting time, at the rate of two days' pay for every day until the settlement of the several claims for wages asserted by them, since the date when the same was due and payable unto them, the said libelants and intervening libelant, it is further adjudged, ordered and decreed that the said libelants and intervening libelant do recover, in addition, such sum or sums that will equal such two days' pay for every day that their said wages have been withheld from them without just or sufficient cause, in accordance with the said section of the Revised Statutes of the United States, since the twentieth day of August, 1920, the rate of pay to be computed in conformity with the schedules filed, on behalf of the said libelants and intervening libelant, along with their libels in this cause, the said penalty to run up to and including the date of this decree, and being respectively as follows, to wit: To James Jackson the sum of five hundred and eighty-nine dollars ($589.33) thirty-three cents; to John Lewis the sum of five hundred and eifihty-nine dollars ($589.33) thirty-three cents; to John Boyce the sum of five hundred and eighty-nine dollars ($589.33) thirty-three cents; to Esau Louie the sum of five hundred and eighty-nine dollars ($589.33) thirty-three cents; to Bernardo Bomba the sum of five hundred and eighty-nine dollars ($589.33) thirty-three cents; to Louis D'Anglebermes the sum of eight hundred and one dollars ($801.00); to Lee Van Ward the sum of eight hundred and ninety dollars ($890.00); and to Tommy Hara the sum of eight hundred and ninety dollars ($890.00), all with interest from the date of this decree, being the total sum of five thousand five hundred and twenty-seven dollars ($5,527.65) sixty-five cents which, together with interest as aforesaid, is hereby decreed as the penalty in this cause.

And it appearing to the court that the said schooner "Marie F. Cummins" has been released from arrest by the execution of a bond in the penal sum of thirty-four hundred and twenty dollars ($3420.00), with J. F. Molver, Master, as principal, and the American Surety Company of New York, as surety, it is adjudged, ordered and decreed that the above mentioned bond be applied to the aforesaid decree, first to the satisfaction of the wages above decreed to be paid, and, secondly, to the pro rata satisfaction of the penalty above decreed, and that the said libelants and intervening libelant be entitled to execution against the said stipulators for their pro rata shares of the said sum of thirty-four hundred and twenty dollars ($3420.00) stipulated in the aforesaid bond, and that they be also entitled to execution on the residue of said sums decreed to be paid unto them, in their respective pro rata shares that will remain unpaid after the aforesaid sum of thirty-four hundred and twenty dollars ($3420.00) shall have been applied towards the payment of the said decree, against A. D. Cummins & Company, Incorporated, a corporation under the laws of the State of Pennsylvania, owner and claimant of the said schooner "Marie F. Cummins," together with their several costs, and the said libelant and intervening libelant may have their right of fieri facias against the same, or either of them if this decree is not satisfied within five (5) days, in oroder to enforce the payment of the said amounts, or such other sums that they may deem proper.

It is further adjudged, ordered and decreed, that the libelants and intervening libelant do recover their respective costs in this cause from J. F. McIver, Master, as principal, and the American Surety Company of New York, as surety, the stipulators upon the costs bond given by the claimant in this cause, and that unless the same be paid within five (5) days, that execution be issued therefor.

EDMUND WADDILL, Jr.,
U. S. District Judge.

Norfolk, Virginia, Nov. 16, 1920.

A copy teste. Joseph P. Brady,
(Seal.) Clerk.
By Wm. B. Walker,
Deputy Clerk.

U. S. POSTAL SAVINGS BANKS

The United States Government accepts interest-bearing postal savings deposits from the public and guarantees to repay them on demand.

Any person 10 years old or over may open a postal savings account in his or her own name by depositing one or more dollars in any postoffice authorized to accept postal savings deposits. No person may at the same time have more than one account either at the same office or at different offices. The account of a married woman is free from any control or interference by her husband. Postoffice employees are forbidden to disclose to any person except the depositor the amount of any deposits.

A person may deposit any number of dollars, and at any time, until the balance to his credit amounts to $2,500, exclusive of accumulated interest.

A person desiring to open a postal savings account should apply at the postoffice, where full instructions will be given. If for any good reason an intending depositor cannot apply at the postoffice a representative may be sent, who will be instructed how to proceed. A person residing at a postoffice not authorized to accept postal savings deposits may open an account at a depository office by mail, through his local postmaster, who will give full instructions on application.

After a postal savings account has been opened deposits may be made either in person, by a representative, by money order, or by registered mail if the money-order service is not available.

Postal savings deposits are acknowledged by postal savings certificates which are made out in the name of the depositor and serve as receipts. These certificates are not negotiable or transferable. If certificates are lost, stolen, or destroyed, new certificates may be issued.

A depositor may at any time withdraw all or any part of his postal savings deposits, upon demand, from the postoffice where the deposits were made. Withdrawals may be made in person, through a representative, or by mail.

Postal savings certificates bear simple interest at the rate of 2 per cent. a year. Interest begins on the first day of the month following the month in which the certificate is issued and becomes due and payable at the expiration of each full year from the day interest begins as long as the principal remains on deposit. No interest will be paid for a fraction of a year.

Amounts less than $1 may be saved by purchasing postal savings stamps at 10 cents each. A postal savings card with ten savings stamps affixed will be accepted as a deposit of $1 either in opening a postal savings account or in adding to an existing account, or it may be redeemed in cash. Postal savings cards will be furnished free of cost.

A depositor may exchange the whole or a part of his deposits for registered or coupon United States postal savings bonds, bearing 2½ per cent. interest, issued in denominations of $20, $100, and $500. When bonds are issued in exchange for postal savings deposits the balance to the credit of the depositor is reduced accordingly, and he may make further deposits until his account reaches $2,500. A circular on postal savings bonds may be had at any depository postoffice.

OWNERSHIP OF TIMBER

Joseph E. Davies as Commissioner of Corporations in 1914 reported that sixteen holders own 47,800,000 acres of timber land or nearly ten times the land area of New Jersey. Mr. Davies also reported that 1,694 timber owners hold in fee over one-twentieth of the land area of the entire United States from the Canadian to the Mexican border. These 1,694 holders own 105,600,000 acres. "The Department of Agriculture," said Mr. Hampton, spokesman for the Farmers' National Council, "reports that about the year 1880 the best quality of white pine lumber commonly retailed throughout the west for $15 to $20 per thousand feet while in February, 1920, the farmers in Kansas paid $70 per thousand feet for white pine framing, and for better yellow finishing lumber for house construction they pay $147.50. Silo stock cost them $185. The Department reports that apparently the average farm unit uses about two thousand board feet a year, and to catch up with postponed construction much more is needed. In 1911 Commissioner of Corporations Smith in his report on the Lumber Industry stated that back in 1880 at least three-fourths of the timber now standing was publicly owned. Now about four-fifths of it is privately owned, the great bulk of it having passed to private hands through enormous railroad, canal and wagon-road grants by the Federal Government, direct Government sales of unlimited quantities at $1.25 per acre, and certain public land laws. He further reported that the Southern Pacific Railroad had 4,318,000 acres of timber lands, in southern California, and western Oregon, and with the Union Pacific, which controls it, millions of acres elsewhere. The Northern Pacific then held 3,017,000 acres of timber land and millions more of non-timber land."

Commissioner Davies also stated that of 82,500,000 acres granted to three western railroads in the sixties, the railroads still retained 40 per cent. in 1910. The lumber situation, Mr. Hampton claims, is a further indication of the tremendous cost to the American people of permitting private ownership of natural resources such as timber lands. "It is the bitterest irony," says the spokesman for the farmers, "that the railroads which received grants from the Federal and State governments of 155,000,000 acres of land should this year have received a guarantee of six per cent. on their capitalization, and they are also as owners of these valuable timber lands being permitted by the Government to charge such unconscionably high prices for timber which the farmers need to continue farming. The live stock raising and dairying interests, according to the Department of Agriculture, are hardest hit by high lumber prices, while they also are very heavily burdened by the tremendous increase in freight and express rates."

Arbitration is the alternative of war. It will never be more than an unattainable ideal to those who are unwilling or unable to put up a fight.

THE QUESTION OF "BOOZE"

Although no one believes that the opinion from the Attorney-General's office that liquor must not be sold on board American vessels—even on the high seas—will ruin American shipping, the opinion is but an incident of the kind of paternalism which prevents shipping under the American flag receiving the co-operation of investors. No one need be afraid to book passage on an American vessel lest he be deprived of a drink, because the Volstead Law has not stopped drinking on land. Anyone with the price can buy the hard stuff to his heart's content and the ruination of his stomach, although light, healthful drinks are under the ban in America. If the minions of the law are unable to enforce prohibition on land, they certainly will not be able to do so afloat. However, legislation of this nature—which tends to make Americans ridiculous—indirectly prejudices American commerce, for it belittles Americans in the eyes of foreigners, and when foreign trade languishes, shipping cannot be expected to thrive. Several boats have been fitted out for the sole purpose of carrying thirsty Americans to the Bahamas and Cuba during the season. Judging by what one sees in every city of this continent today, the owners of such boats need have no fear that the recent ruling will interfere with the open sale of booze on board.—Nauticus, New York.

U. S. ARMY CASUALTIES

Final figures on army casualties in the world war are contained in the annual report of Surgeon-General Ireland, made public, showing 34,249 killed and 224,089 wounded.

Of every 1,000 men sent to France 110 were admitted to hospitals as the result of battle casualties, the report says, and nearly seven men out of every 1,000 died as the result of wounds. Infantry losses were heaviest, 215.6 out of every 1,000 men of that arm being wounded and 12.77 killed. The signal corps was next with 52.22 wounded and 3.13 killed per thousand. No American soldier lost both arms and both legs, or both legs or both arms and one other extremity. Eleven lost both legs at the thigh; one both legs at the knee; nine both legs below the knee; one both feet, and three one arm above the elbow with one leg at the thigh. More than 4,400 lost a part of one or more extremities; sixty-six lost the sight of both eyes; forty-four lost the partial sight of both eyes and 644 lost one eye, while many contracted incurable nervous derangements known as "shell shock."

To say that the creator is greater than the created is well enough as a generalization, but we should be careful not to use that saying in justification of conditions the tendencies of which are in their nature uncontrollable. For instance, we should not say that the creator of a fire in a powder magazine is greater than the thing actually created, i. e., the explosion that follows as a natural sequence. So, in industrial affairs a body of free and intelligent men may easily enough create a condition of affairs that will inevitably reduce them to a state of helplessness.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

State Arms Strike-breakers

The indictment of the steel trust by the inter-church world movement has been duplicated in a report issued by Denver church men on the recent street car strike in that city which resulted in the death of several persons and the injury of more than 100 others.

The investigators represent the religious forces of the community and include Protestant, Catholic and Jew.

It is shown that strike breakers were furnished rifles and ammunition that is the property of the State and that General Superintendent West of the company "expressed amazement that there should be any question as to the authorization for supplying the State rifles and equipment to the strike-breakers."

"As documentary evidence of the accu racy of his statement," sa s the report, "he showed us a commuication from the adjutant general which states plainly that 50 rifles and 1,200 rounds of ammunition were furnished to the company on August 7 at the governor's request."

Despite the poisoned publicity of the company and newspapers, the church men state that the union's officials did not inflame the carmen to strike rather than accept wage reductions.

The report says "none could gather an impression of the facts from the accounts as published in the daily press."

This poisoned publicity of the company and its allies is treated at length in the report. It is shown that there was no "Bolshevist element" in the union and not a particle of evidence has been found to support this and similar charges.

In listing the methods used in this poisoned publicity, the report says:

"Another common and equally unfair method of campaign is to represent that labor has fallen under the vicious influence of radical agitators. Sober, home-loving and law-abiding working men whose patriotism cannot be questioned, and whose hatred of every form of anarchy and lawlessness is deepseated, both in their ancestry and their whole education and training, are recklessly and wickedly charged with harboring sentiments which the men repudiate and they are not influenced by outside agitators who exist only in the imagination of their calumniators. This particular kind of misrepresentation is now a feature of every industrial controversy and the tramway strike in Denver is no exception."

In reply to the company's claim that its strike-breakers were peaceful, the report says:

"They certainly acted very different from the same strike breakers a day or two later at the East Side barns, when, without having received any injuries whatever, and under the protection of barn doors, the Denver police and the American Legion, they fired on a curious crowd of men, women and children and endangered the lives of hundreds of people in their homes, on their verandas, in their front yards, or walking peacefully and legitimately on the streets."

"Economic Blockade" Boycott's New Name

"Economic blockade" is the diplomatic term used by the League of Nations' Assembly to describe the old-fashioned boycott of organized labor.

A sub-committee of the Assembly, now in session at Geneva, Switzerland, has recommended that the "economic blockade" be used against members of the League breaking the covenant.

The Assembly consists of representatives of the 41 nations which have subscribed to the League's covenant, or agreement. The Council of the League, which is limited to the representatives of nine nations—in practice eight, as the United States is not included—has held previous meetings.

The decisions of the Assembly are tentative. To date Austria is the only enemy country that has been admitted to the League. Bulgaria has applied for admission, but this is opposed by Roumania and Jugo-Slavia on the ground that the applicant has not fulfilled treaty obligations. Argentina has withdrawn because of the Assembly's rejection of proposals which included provision for the admission of all countries and a rearrangement of the manner in which members to the important Council shall be elected.

The Assembly has appointed a committee to study the question of disarmament. The United States has been invited to appoint a representative to sit with the committee "in a consultative capacity." The invitation states that the function of the committee is only advisory and that the United States will not be bound by the report.

The members of the Assembly have no illusions about a sudden general disarmament. Senator Henri La Fontaine of Belgium, winner of the Nobel peace prize, is quoted as follows:

"I must tell the peoples frankly that the time for disarmament has not yet come. In the covenant clause dealing with dis armament it is expressly stated that armaments shall be reduced. But in order that this reduction may begin, the world must acquire new ideas about war. War must be stopped. The world must first acquire the idea that war is a crime."

Economist Favors Three Shifts

The economic necessity for a 12 hour day no longer exists and now is the time, with a surplus of labor, for steel plants to change to three shifts, said Horace B. Drury, economist, before a meeting of engineers and technicians at New York.

Mr. Drury said the expense of changing from a 12 hour to an eight hour shift would be slight, and that if the entire steel industry—blast furnaces, steel works and rolling mills—went on three shifts without any increase in efficiency, it could not add more than 3 per cent. to the total cost of making the finished steel product.

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The Canadian government has ordered that immigrants must possess $250 instead of $50, as formerly, in view of unemployment conditions. The order applies to mechanics, artisans and laborers. It states that "a considerable amount of unemployment prevails in parts of Canada and the prospects for employment are not likely to improve during the next six months."

The Dominion Steel Corporation of Sydney, Nova Scotia, has closed its mills because of an ultimatum of 125 railroad employes of the company, who have been asking for two years for the scale awarded all other railroaders in Canada, following the McAdoo award in the United States. The company replied by closing its mills and throwing 4,000 employes on the streets.

Fifteen million men, women and children of all social and economic classifications, representing every nationality in Europe, are fighting for passage to the United States, according to reports submitted by 17 steamship companies to U. S. Commissioner of Immigration Wallis. Every seaport city and town along the western and southern coasts of Europe, it is stated, is crowded with persons who, in their eagerness to leave for this country, have sold everything they possessed. It is stated that 5,000,000 Germans and Austrians are ready to sail as soon as these countries make peace with the United States.

At a recent meeting of the Italian Council of Ministers it was decided to advance the sum of 20,000,000 lire to the National Institute for Credit to Co-operatives. The institute is the medium through which co-operative associations and other bodies for distributing supplies at low cost to consumers are financed. The present high prices of foodstuffs and competitive purchases by food speculators have seriously straitened the capacity of the institute and of the co-operative associations to find adequate funds for buying and carrying large stocks of goods for later retail distribution to consumers. The advance of 20,000,000 lire authorized by the Government will place the co-operatives in an easier position with respect to the credit needed to carry on their operations and give their members the benefit of lower prices than they could otherwise obtain.

Reynolds's Newspaper, one of Britain's leading liberal publications, calls on the public not to be fooled by present price reductions. "The battle between the public and the profiteer is far from over," says this paper. "There is no commodity which is needed by people in which the most stupendous fortunes have [illegible] made in the last few years, in every country. Prices have been [illegible] in spite of increased crops and [illegible] that not because [illegible] deliberately held up supplies, paying [illegible] on the money with which they bought them rather than let them come on to a market that might be called open. Now they [illegible] the basket of interest rates [illegible] and they are letting the stocks loose a little. But do not imagine that they have abandoned control of the markets. They have not. They are waiting for the moment when they will be able to force [illegible]"

PAINLESS PARKER AND HIS PRICES

I BELIEVE every man should make a decent profit on whatever he does. I get a decent profit on my dental work, but still my prices were kept down during the war and are still down today. The E. R. Parker System did it.

No man without a reliable system can get much of anywhere. The reason dental prices outside of mine are high is because the old way of practicing dentistry is costly. If a dentist has only a patient or two a day, he has to charge a heavy price. My associates and I treat a hundred thousand a year, many of them sailors. Even if we made an average net profit of a dollar each we would be doing pretty well. But how many other dentists are there who are satisfied with a dollar profit on each patient?

Following is a list of Parker offices. A sailor can go to any of them and have his teeth examined free.

SAN FRANCISCO—15 Stockton St.; 12, 14 and 16 Ellis St.; 1802 Geary St.

SEATTLE: 1619 Westlake Ave.
TACOMA: 13th and Pacific
SAN DIEGO: 5th and F Sts.
SANTA CRUZ: 121 Pacific Ave.
BREMERTON: 412 Pacific Ave.
LOS ANGELES: 706 S. B'way.
STOCKTON: 6 N. California
SAN JOSE: 58 W. Santa Clara
SALEM: State and Commercial
PENDLETON: 755 Main St.
SPOKANE: Riverside & Post
LEWISTON: 521 Main St.
PORTLAND: 326 Washington
BELLINGHAM: Holly & Commercial
EUREKA: 210 F St.
ABERDEEN: Heron and H Sts.
OAKLAND: 1128 Broadway
FRESNO: Mariposa and J Sts.
SACRAMENTO: Tenth and K Sts.
BAKERSFIELD: 20th and Chester
EUGENE: 7th Ave. and Willamette
CENTRALIA: Salzer Block
TWIN FALLS: 116½ Main Ave. N.
RENO: 16 E. Second

KELLEHER & BROWNE

THE IRISH TAILORS

716 MARKET STREET

at Third and Kearny

SUITS AND OVERCOATS to Order at Popular Prices

Established for 20 years

All work done in our own sanitary workshop

Represented by E. PEGUILLAN

INFORMATION WANTED

Anyone knowing the whereabouts of George Mace Monroe, a member of the Sailors' Union of the Pacific, last heard of at Charleston, S. C., March, 1916, will please communicate with his mother, Mrs. Alice Monroe, 918 Spruce street, Seattle, Washington. 6-9-20

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Sutter 4673. Residence Phone Prospect 2908.

INFORMATION WANTED

An award of one month's pay to the crew of the S. S. "West Harts" for salvaging the "Glymont," and the wages paid short on difference of exchange on the bark "Golden Gate" are now payable by H. W. Hutton, 527 Pacific Building. 12-22-20

DEMAND THE UNION LABEL

SAN FRANCISCO

Alaska Fishermen's Letter List

Bruno, Francisco	Nahan, Sebriano
Boyd, Frank	Nilsson, Carl
Carlsen, A. G.	Olson, Gustave
Carlson, E.	Olander, Ed
Dalin, August	Osterman, John
Domenico, Palestini	Olsson, Carl G.
Groth, J.	Ome, Tobias
Gustavson, Emil	Perumen, Jens Christian
Hansen, Anton	
Hansen, Emanuel	Petersen, Louis
Johansen, Carl	Paulsen, Axel
Johanson, Fritz	Pettson, W.
Jacobsen, F. C.	Parone, Sebastiano
Kristofferson, H. O.	Rilse, W.
Kjeldalen, Ole	Reed, Robert
Levele, Ed	Shivers, Dwitt
Leonard, Heber	Skoolai, Nils
Larsen, Theodore	Shultz, Walter
Murk, R.	Sebastiano, Powok
Mitteramever, Jan	Svensson, August
Mickelson, P.	Strickland, Geo.
McDonald, J. B.	Smith, R.
McNeil, David	Steffanetti, Louis
McVicar, Geo.	Tennison, Peter
McPherson, Donald	**Registered Letters**
Newton, A. B.	Rasmussen, P.
Nestor, Frank	Knudsen, Oscar
Nilsson, Karl	Meyer, Hans

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INFORMATION WANTED.

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Members of the S. S. "Brindilla" who failed to collect overtime due them in June, 1919, kindly communicate with the agent, P. McKillop, Firemen's Union, 513 Main street, Norfolk, Va. Vouchers are at hand for the following members:

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J. Roseboom	20.80
A. Rodemaker	20.80
Jose Picon	20.80
B. Ramos	20.80
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Pacific Coast Marine

Word was received that the 3700-ton freighter "West Himrod" had been returned to the Shipping Board by Struthers & Dixon. The company had been operating the vessel in the trans-pacific freight service.

The United States Senate has adopted a resolution postponing until January 31, 1921, the date the joint congressional committee, which investigated sites for naval bases on the Pacific Coast, must make its report to Congress.

Four destroyers have been launched this month by the Union plant of the Bethlehem Shipbuilding Corporation for the United States Government. The crafts represent an expenditure of $1,700,000 each.

Proposals to sell about $6,000,000 worth of surplus shipping materials on the Pacific Coast on behalf of the Shipping Board, will be received up to January 14, it was announced by the board.

The two 14,500-ton deadweight freighters, "Manulani" and "Manukai," building for the Matson Navigation Company for their service to the Hawaiian Islands out of here will be ready for service within two months, according to W. P. Roth, vice-president and general manager of the company. The crafts are under construction at the Moore shipyards.

With the sailing of the freighter "Wanelona" from Belgium next month, a direct service will be inauagurated by the Admiral Line between the Pacific Coast and North Europe ports, L. L. Bates of the foreign freight department stated. The company plans to have three vessels in this service calling at San Francisco. Negotiations are now under way by the company for securing the freighter "Osaqumsick," making the third craft, for the new run.

With the arrival of the "President" of the Admiral Line at Seattle the end of this month, the vessel will be placed on drydock and undergo extensive overhauling. The vessel will be on the drydock for thirty days, during which time she will be cleaned, overhauled and repainted. Hugh H. Brittain, assistant general passenger agent of the line, stated that the "Admiral Watson" will be used to handle part of the passenger and freight business of the "President" during her drydocking. Brittain stated that there is a tremendous amount of freight of all kinds booked for delivery to southern ports from the Northwest and that the company has had its hands full in taking care of the shipments.

Nearly a quarter of a million dollars bonus was the Christmas present distributed by the Moore Shipbuilding Company to all salaried employes except those who participate in bonuses for the construction of ships or receive extra pay for overtime work. The Christmas gift represented a desire on the part of George A. Armes, president and general manager; Robert S. Moore, chairman of the board of directors, and Joseph A. Moore, vice-president and general superintendent, who worked out the plan of distribution, to show the appreciation of the company of services rendered during a year when more work has been done and at greater tension than during any similar period in the past.

San Francisco will witness the entrance of more than 2000 Filipinos and Portuguese through this port from the Hawaiian Islands in the first six months of next year, according to passengers arriving here on the Matson Steamship Company's liner "Matsonia." There are at present over 2000 of these nationalities awaiting transportation at the principal ports of Hawaii. These expected arrivals are not as a whole waiting for steerage accommodations, many of them desiring to travel first class. They are the workers and their families who have quit their jobs at the island sugar plantations after amassing in many instances, comfortable fortunes from their work on the plantations and the enormous bonuses paid during the past three years.

The annual report of the Commissioner of Lighthouses to the Secretary of Commerce for the fiscal year ending June 30 last, just received, reveals that aids to navigation, including lighthouses, lightships, buoys and beacons, maintained by the United States Lighthouse Service, now number 16,304, an increase of 256 during the last year. Although there have been sixty additional aids to navigation installed along the coasts of Alaska during the last year, the report states that the great extent of these waters are still insufficiently marked. There are 535 aids to navigation along the coasts of Alaska, of which 206 are lighted. H. C. Rhodes, superintendent of lighthouses for this district, left during the week on an inspection tour of the south.

Word has been received that the Standard Oil tanker "Atlas," which went ashore on Snow Pass, near Wrangel Passage, the early part of last week, has been pulled from the ledge and has arrived at Ketchikan in tow of the U. S. S. Cedar. Advices from the North to the local offices of the company stated that a considerable amount of the vessel's cargo of gasoline had to be pumped overboard before the craft could be moved. The "Atlas," in command of Captain J. C. Sullivan, with eight officers and a crew of thirty men, sailed from San Francisco with oil and gasoline shipments for Port Angeles and Ketchikan. Three of the craft's tanks are reported to be damaged by the mishap and it is expected that temporary repairs will have to be made to the vessel at the Alaskan port before she is able to leave port.

Damage estimated at $1,000,000 was caused by fire which burned for two hours on the amusement pier at Venice, Cal., on Dec. 21, before it was brought under control by the combined efforts of the Venice Fire Department and two companies from Los Angeles just as it was threatening to destroy the city. Five firemen were injured when a wall of the Ocean Inn collapsed while they were fighting the flames. One of these, Arthur Harlan, was reported to be in a critical condition next day. Firemen estimated the loss at "more than a million," stating the estimate was based on reports from owners. The pier, known to hundreds of visitors to Southern California, was completely destroyed, except for the charred ends of piles protruding from the water and a mass of timbers from more than a score of concessions which had fallen on top of the piles.

W. H. Sellander, general passenger agent of the Matson Navigation Company, announced that the steamer "Enterprise," now virtually being rebuilt at the Moore Shipyards, will be ready for service on February 15. The craft has been subjected to the most extensive reconditioning ever performed on a vessel on the Pacific Coast. All the machinery of the vessel was removed, staterooms torn out and new equipment installed. A feature of the work performed was the installation of a suite of de luxe cabins. The vessel will have accommodations for twenty-two first-class passengers and will vie with the finest liners of the company's fleet operating from here to the Hawaiian Islands. The motor-ship "Annie Johnson" of the same concern is now receiving new engines, after being completely rebuilt, and will be ready to load cargo for Mahukona the end of the month. The vessel will again be operated as a motor-ship.

After being the storm center of a long series of disputes over ownership, the Russian steamer "Rogday" has been sold at San Francisco and will be placed in service on the Great Lakes. The vessel was formerly in the service of the Russian government under the old regime and was held in this port for more than a year to save it from being seized by the Soviet government. The new owners of the "Rogday" are the Pere Marquette Steamship Company of Milwaukee. She will be changed to American register and probably rechristened before being put in commission on the great lakes. While no announcement was made of the purchase price, it is understood that the figures were close to $160,000. The "Rogday" is 2300 tons. After being overhauled at the Union plant of the Bethlehem Shipbuilding Corporation, the vessel will probably carry a cargo to the St. Lawrence River through the Panama Canal before going to the Great Lakes. Several months ago the United States District Court here decided that the vessel was the property of the old Russian government. Several attempts were made by representatives of the Soviet government here to seize the ship while in this harbor.

The trial trip on San Francisco bay of the 9400-ton freighter "Narcissus," on Dec. 21, makes a total of fifty-seven vessels constructed by the Moore Shipbuilding Company for the United States Shipping Board, according to Gordon Glidden, since the entrance of this country into the war. The above include freighters and tankers, most of the craft being built under contract with the United States Shipping Board. The "Narcissus," built for the Government, is reported to be laid up in Southampton bay. In the event that the craft is directed to tie up at the river anchorage, she will be the fourth craft constructed by the Moore company which has been tied up at Southampton bay immediately following her completion for the account of the Shipping Board. Completion of the "Narcissus" marked the final contract of the Moore company with the Shipping Board. Construction of the fifty-seven steamers represent an aggregate of approximately 500,000 gross tons and a financial expenditure of nearly $100,000,000. The company will shortly start work, according to Glidden, on three tankers of 76,000 barrels capacity for the Shipping Board, and it is reported that the concern is now in receipt of contracts for the building of several fuel carriers for the Standard and Union Oil companies.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

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(Continued on Page 11)

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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, DECEMBER 29, 1920

SEA POWER AND SEAMEN

Sir Karl Knudsen, at present staying with Lady Knudsen in the St. Francis Hotel, at San Francisco, is a member and representative of an influential Norwegian shipping concern in London. Sir Karl was made a Knight of the British Empire for his war time activities and he is said to be one of the few foreign-born British subjects to receive this honor.

All of this, however, would not be of sufficient importance to receive attention in these columns were it not for the fact that our distinguished visitor is quoted in the daily press as follows:

America's merchant marine will become a white elephant. Norway, with comparatively inexpensive labor and cheap tonnage, is unable to make a profit with her shipping under the present freight rates. How can America, whose expenses are much above those of Norway, expect to support a paying merchant marine? Norway retains her shipping to cut the cost of her imports. America has no such reason, with her fabulous resources as yet practically untouched. Altruistically speaking, America's merchant marine, also, means the bankruptcy of her debtors. America will be a shipping country when she becomes an importer of grain and raw materials for her industrial millions. That time will surely come. Already we have witnessed this country importing corn from Argentina. It is not a question of ability to build and run ships. Shipping is the means of covering the excess value of imports over that of exports. With the United States the position is exactly the reverse.

Aside from the questionable propriety of Sir Karl's remarks it must be conceded that he raises several rather delicate points relating to ships and shipping.

At the very outset exception must be taken to our visitor's all too hasty summary of current history.

It is fatuous to say: "America will be a shipping country," etc. As a matter of fact, America has already been all that and more.

The growth and development of the American merchant marine prior to the Civil War was without parallel in the history of commerce, our national maritime spirit was equal to every demand; American ships and American seamen were known in every port of the world; the United States was the mistress of the seas, operating her peerless clipper ships with her own men and carrying more than 90 per cent. of all national exports and imports in her own bottoms.

Then, as the result of the Civil War, the change from wood to iron, and our unpreparedness for that change, either economically or politically, our country's proud merchant marine in a short period shrunk to only a shadow of her former self.

Yet, the events of the past few years have clearly proved that when national necessity sounded the clarion call to the sea, our country, notwithstanding fifty dormant years, still had the necessary maritime genius and an abundance of the natural resources to found and maintain a great merchant marine.

Sir Karl Knudsen seems to conveniently forget certain very pertinent facts.

History is emphatic in her teachings that no nation can ever hope to retain and successfully operate a great merchant marine without a virile national maritime spirit back of it, because a native seafaring population to man the ships has ever been as essential to national welfare as the ownership of vessels, for in the final analysis sea power is in the seamen. Since Hiram voyaged for King Solomon's building materials: since the Phœnicians made the Mediterranean their own and passed the Pillars of Hercules to get tin from Cornwall; since Athens made the same sea a Grecian lake, only to yield supremacy to Carthage and see it pass in turn to Rome, to Venice, to Spain and finally to England, navies—and sea power—have been the progeny of merchant marine; and it is so still. Today the question of "who" has the sea power is decidedly a leading one. Things are somewhat unsettled in matters maritime. But unless all signs deceive, Americans have learned a few valuable lessons of late. The first lesson is the realization that the United States has from time to time been outwitted by British diplomacy and British statesmanship.

The passage of the Seamen's Bill of 1915 was the first clear-cut declaration of a new American shipping policy. It was a declaration to the effect that America was no longer content with trailing behind while others set the pace.

The second real lesson was driven home in August, 1914, when all the warring nations laid hands on their merchant ships to be used thereafter for military purposes. The carriers upon which Americans had depended for off-shore commerce were suddenly no longer available.

Just now there is a lot of idle tonnage because the inevitable economic depression following each great war has hit all lands. But this is merely a passing phase of after-the-war history.

So far, America has more than held her own in international competition. For, Sir Karl Knudsen to the contrary notwithstanding, inexpensive labor is not the vital and all-important factor which determines success or failure. If that were so, China, the land of cheap labor, should have acquired all merchant shipping long before this.

The JOURNAL dislikes to be impolite to so distinguished a visitor as Sir Karl, but it does appear as if his "white elephant" prediction is merely a case where the wish is father to the thought!

Compulsory arbitration is compulsory servitude.

WOMEN AS WAGE EARNERS

Aside from holding down the well-established occupation of stewardess, the female of the species has not made much progress in supplanting the male worker aboard ship.

But things are quite different ashore.

Women in the ratio of about 1 to every 9 men are now employed in American industries formerly employing chiefly or exclusively men. About 69,000 women are employed by 1,324 big firms in the iron, steel and other metal industries; lumber, leather, stone, clay and chemical manufacture: the making of automobiles, electrical apparatus, agricultural implements, musical instruments, optical goods, rubber goods, motion picture and photographic apparatus, in shipbuilding and on the railroads and street cars, repair shops, etc. In other words, there are 35% more women in these industries now than there were before the war, and their position in industry appears to be a permanent one.

These rather startling figures, made public by the Woman's Bureau of the United States' Department of Labor, are emphasized by the National Women's Trade Union League as indicating women's increased importance in the labor movement. Large numbers, it was pointed out at Washington headquarters of the League, have been added to the membership of the various international unions affiliated with the American Federation of Labor, over 12,000 being found on the rolls of the International Association of Machinists, many thousands in the Brotherhood of Railway Carmen, the organized timber workers, foundry employes (other than molders), brick and clay workers, oil-field, gas-well and refinery workers and others.

Truly, the last few years have brought the members of the weaker (?) sex to the front as wage earners. But considering the wholesale killing of the male during a world war lasting more than four years, there is really nothing surprising about it all. To the contrary, it is a very natural sequence of events which have created havoc the world over. Moreover, if, as currently reported, the surplus female population of the world has risen from about 5,000,000 to 15,000,000 since the beginning of the world war, then the woman worker in industry has doubtless come to stay.

An interesting settlement "out of court" was made at San Francisco during the past week. One of the crew of the S. S. "Diablo" contracted typhoid fever while employed on that vessel in 1919. He was left behind at Singapore and upon his return to San Francisco consulted Attorney H. W. Hutton, who commenced an action for damages. A number of depositions were taken, and the case set for trial for December 22. On December 21 the defendants paid for all lost time and attorney fees and the case was settled without a trial. This seems to indicate that typhoid fever is now generally accepted as an occupational disease for which the vessel is more or less at fault. But regardless of the tendency in that direction this case is somewhat of an innovation in damage recovery and Attorney Hutton deserves credit for the results achieved.

CO-OPERATION IN THE WEST.

The Pacific Co-operative League opened its first Rochdale store on May 1, 1917, at Rodeo, California. This store started with 32 members. At the present time the League has 35 co-operative stores in operation and is preparing to operate twenty more within a few months. In the year 1918, but one store was started. In 1919, six stores were started. 22 were started in the year 1920.

The present membership of the Pacific Co-operative League is 13,390. The average loan capital invested by these members in their stores is $50.

Many of these stores, although young, have already paid dividends. Among them are Tucson, Arizona, and Atascadero, Fortuna, Richmond and Rodeo, Cal.

The Rochdale co-operative movement progresses slowly but surely. It is the one certain way out from so-called wage slavery. It is a variety of organized self-help that can and will flourish in perfect harmony with the trade-union movement.

Population follows economic needs. The United States Forest Service, District of California, has partially completed an economic survey of the entire State, with a view to determining where the State's population will reside fifty years from now. The purpose of this study is to determine the proper spots for reforestation or conservation of present lumber supply. Many interesting deductions have already resulted, which indicate, among other things, that while California at present imports a large part of its lumber from States to the north, there is within the State a lumber supply adequate for many decades if transportation could be furnished. It is an old story. Proper transportation facilities by land and sea will solve many seemingly insurmountable difficulties and entirely eliminate many a problem.

Oil is supplanting coal. More than 50 per cent. of the vessels flying the American flag are now burning oil instead of coal, according to statistics cited by Ernest H. Peabody, when speaking before the twenty-eighth dinner of the Society of Naval Architects and Marine Engineers at New York. He further stated that the full value of burning oil had not been appreciated by the owners and designers, who are still following out conservative lines, he said, because they have been content with the advantages and savings that oil burning apparatus has accomplished without realizing the full possibilities of burning fuel oil instead of coal.

The twenty-fourth annual convention of the International Seamen's Union of America will meet at Philadelphia, Pa., on Monday, January 10, with President Andrew Furuseth in the chair. More than 100,000 American seafarers will be represented at said convention by about 75 delegates, elected by secret ballot in the respective district unions. Some very interesting personal reminiscences on the first convention of the I. S. U. of A. will be found in our Atlantic Department. Old, as well as new members, will enjoy reading it.

FIVE WEEKS IN SOVIET RUSSIA

Final Chapter of Personal Narrative by President Schlesinger of the International Ladies' Garment Workers' Union

I met Dr. Goldfarb at midnight.

Max Goldfarb came to America from Russia as an emissary of the "Bund" about two years before the World War. For a time he was busy with an agitation tour on behalf of the "Bund" and the Jewish Socialist Federation of America. Later he became the labor editor of the "Forward" of New York. When the Russian revolution broke out in February, 1917, Goldfarb felt that his place was with his old comrades in Russia. He was among the first Russian revolutionists who were streaming back in those days to their old homeland from which they had been banished by the despotism of old Russia.

He left New York in June, 1917, and was not heard from in a long time. Then rumors began reaching his friends in New York that he was playing an important role in the stormy struggles that the revolution was waging during that period. Still no one seemed to know exactly in whose ranks he fought. Still later, definite news reached New York that he became Mayor of the city of Berditchev, in the Ukraine. Then came the bloody story about the terrible pogrom which took place in that city, and Goldfarb's friends became apprehensive as to whether he succeeded in saving himself from that massacre.

A number of months passed, and finally authentic news reached New York that Dr. Goldfarb was in Moscow, occupying a prominent post in the Soviet regime. Subsequently, it became definitely known that Goldfarb, former orator, lecturer and labor editor of the "Forward" of New York, had become the chief of all the officers' training schools of the Red Army, and that his was the task of supplying the Bolshevist Army with all its officers.

It was this "new" Goldfarb that I went to see—the man who is known today in Moscow not under the pseudonym of Dr. Goldfarb, but under that true Russian surname of Petrovsky.

* * *

As I opened the gate of his house, I began to realize quite palpably that I was about to meet a person of importance in the Soviet world. A Red Guard, gun on shoulder, stopped me to ask for a pass. After I had shown him my Foreign Office passport, he at once led me to Petrovsky's door. He knew already that a "tovarish Schlesinger" was to appear at this hour, and this fore-knowledge saved me a number of formalities which I would have had to go through otherwise. I rang the bell. The door opened and there, before me, stood the straight, strong figure of Max Goldfarb, clad in military uniform. He led me into a well-furnished reception room and seated me in a soft comfortable chair. He rang for tea and cigarettes and assured me that though only with paper tips, his cigarettes were equal to the best American makes.

We began to converse, breaking into each other's talk. He wanted to learn from me news of America, and I was anxious to get all information about Russia from him. After a short tussle, he came out the victor, and I had to relate to him in detail about all and everybody he knew in New York. It was only after I replied rapidly and with precision to all his questions that I began to ask him about Russia, her present situation, her hopes and prospects. I put to him, at first, the following question:

"We, in America, know more or less what Soviet Russia is passing through at present; but the news that we are getting comes invariably through professional newspapermen, through people who come to you, look at you and tell us forthwith their impressions and opinions about you. I would like to hear from you, an "inside" person, one who is in the midst of the fight, how Russia appears to you today. How do you regard this Russian struggle which has set the world by its ears for the last three years?"

Goldfarb-Petrovsky thought for a minute.

"I shall not find it difficult," he said after a while, "to answer this question to you, a leader of labor, in the language of unions and strikes. Russia is on strike against the entire capitalist world. She has struck for the loftiest of ideals, for no less a goal than the introduction of Socialism. Our strike committee is the present government of Russia, the Soviet regime. The Red Army is our picket line which guards our big factory, Russia, that it might not be captured by those scab-agents and gunmen, Kolchak, Denikine, Youdenitch, Wrangel and the rest."

"And how do your strikers feel these days?" I asked him. "After all, scab agents and strong-arm men are not the only dangers a strike is confronted with. Hunger is the greatest enemy to the morale of even the most devoted union people. How does this plague of starvation affect your masses?"

"Yes, we go hungry," he said thoughtfully, "but I assure you that we are, nevertheless, full of courage and determination. We are revolutionists, and we have no greater joy than the fight we are in. Add thereto the feeling of pride that we are opposing our breasts to the

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Dec. 27, 1920.

Regular weekly meeting came to order at 7 p. m., J. V. Thompson presiding. Secretary reported shipping dull; members ashore plentiful. Members were urged to attend and perfect their knowledge on seamanship at the Sailors' Union training school, now located at Room 4, 9 Mission street.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary p. t.

Vancouver, B. C., Dec. 20, 1920.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Dec. 20, 1920.
Shipping dull.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Dec. 20, 1920.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Dec. 20, 1920.
Shipping poor; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Dec. 20, 1920.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Dec. 20, 1920.
Shipping medium.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Dec. 13, 1920.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Dec. 23, 1920.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping dull. A Quarterly Finance Committee was elected to go over the finances of the Union for the past quarter. Balloting on officers was proceeded with

EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Dec. 16, 1920.
Shipping dull. Balloted on officers for the ensuing term.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Dec. 16, 1920.
No meeting. Shipping good.
FRANK MARTIN, Agent pro tem.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Wm. Lawrence, No. 1716, a native of Germany, age 46. Died at Seattle, Wash., December 13, 1920.

The coastwise lumber-carrying trade has shown a decided slump during the past sixty days and as a result several vessels are scheduled to be laid up. It is predicted that unless there is an improvement in the lumber offerings a number of other coastwise lumber carriers will be taken out of service.

Arthur A. Isbell, Pacific Coast manager for the Radio Corporation of America, announced during the week that arrangements have been made for installing wireless equipment on four new tugs of the Red Stack Company and two 12,500-ton tankers under construction at the Southwestern Shipbuilding Company for the Union Oil Company.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

THE FIRST CONVENTION

Official announcement has already been made through the JOURNAL that the various delegations to the twenty-fourth annual convention of the INTERNATIONAL SEAMEN'S UNION OF AMERICA will assemble at Philadelphia, Pa., beginning Monday, January 10, 1921, and continue in session there until the business bringing them together has been disposed of.

The present proximity of the approaching general assembly of organized seamen, now less than a month away, the recent renewal, on my own part, of old, long-cherished and time-honored associations among our original membership, and the dominant position, power, prestige and encouraging prospects now enjoyed and wielded by the International Seamen's Union among the most progressive and influential labor organizations of the world, all inspire me with an uncontrollable desire to emerge for one enthusiastic moment from the irksome seclusion of my private sanctum, and revive for the general instruction and entertainment of our present membership my personal recollections of the first convention.

As a representative of the Atlantic Coast Seamen's Union at that time, I had the honor and good fortune of active participation in the councils of that historic assembly, and as the resident agent of the Seamen's Union in New York, I enjoyed the further privilege and honorable distinction of making the preliminary arrangements for the sitting of the visiting delegates in the Convention Hall and welcoming them to our coast in the name of the District Organization.

The first official convention of the I. S. U. of A. assembled in the old Seamen's Hall, 51 South street, New York City, on Monday morning, December 4, 1895.

Eleven fully accredited delegates responded to the roll call and were formally seated. The Sailors' Union of the Pacific was represented (of course) by Andrew Furuseth; the Seamen's Union of British Columbia was represented by Mr. George Noonan of Vancouver; the Columbia River fishermen were represented by a certain brother Carlson, who began his name, however, with a K.

The Lake delegation mustered five members, led by Thomas J. Elderkin, first president of the International Union, and Daniel J. Robertson, who was elected first and only vice president before the close of the convention.

The Atlantic Coast Seamen's Union was represented by Comrades F. H. Buryson; [illegible] general secretary, Oscar Benninger, of Fort Hamilton, N. Y., and yours fraternally, of nowhere in particular.

Of such material was formed the humble but sincere personnel of that historic gathering five and twenty years ago.

The International Seamen's Union of America had been founded three years previously, at New Orleans, in 1892. In that year the annual convention of the American Federation of Labor was held in the Crescent City, and taking very advantage of the opportunity thus afforded to accomplish the fulfilment of his life-long dream, Mr. Furuseth, during the sessions of the main convention, assembled about him the little, poverty-stricken group of seamen delegates representing the Great Lakes and the Atlantic and Gulf, and outlined to them his long-cherished scheme of the universal organization of seamen; federated and affiliated Union, as wide as the world is round, granting national autonomy to all affiliated Unions, and exchanging and extending mutual privileges, benefits and protection to bona fide members by general agreement throughout the world. Such were the brief, fundamental and abiding principles upon which the foundation of the International Seamen's Union of America was laid.

It was a radically bold and daring, almost a fanatically absurd doctrine for the down-trodden seamen of that period to proclaim, much less strive to uphold, but so the die was cast and so it had to remain. Upon that uncompromising basis the International Seamen's Union was conceived, and upon that basis was its irrevocable charter granted by the A. F. of L.

Before that provisional assembly adjourned a general course had been charted, and the new organization was formally launched upon the boisterous and uncertain seas of Maritime Reform, sailing under a new charter, a new declaration and by-laws, and a new constitution, with Thomas J. Elderkin at the helm as first president.

During the three years intervening between 1892 and 1895 no convention had been held, simply because the affiliated Unions were all too poor to afford the expense. During that interval all the business of the International was carried on by correspondence between members of the Executive Board, which at that time included Mr. Walter MacArthur, of San Francisco, and the leading officers in the various districts.

In 1895, however, it was generally felt that a formal meeting of representatives was imperative to enable the affiliated unions to cope with the existing situation. The conditions existing on the Atlantic were especially distressing, while our legislative program, then the main issue, was in a precarious state. Mr. Furuseth had been working like a Trojan in Washington for three years trying to secure the much-needed reforms, but the powerful lobbies of the big shipping combines were not easily overthrown. Moreover, it was as hard to arouse public opinion to Maritime necessities as to awaken ancient mummies from the dead. During the previous winter, however, Congress had made a slight concession in the seamen's favor by enacting one brief section of the seven pending Maguire Bills into law. This was the act of February 18, 1895, since known as the Maguire Act—as it was the only one of the original Bills introduced by Judge Maguire that was ever enacted under his name. This Act granted immunity to seamen in the coastwise trade from imprisonment for desertion and exempted the clothing of all seamen from attachment for debt.

Simple and unpretentious as these two clauses may appear to those unfamiliar with the ancient doctrines of Maritime Law, their effect upon the spirits and morale of coasting seamen was instantaneous and astounding.

Seamen long harassed and humbled by the crimps under the old law and the lawless system which it engendered in shipping transactions, began to assert their independence, and join the Union in large numbers to defend their new found rights. Even the old Atlantic Coast Seamen's Union began to puff out and forge ahead under the new stimulus, like a ship that has lain long wallowing in the doldrums, suddenly careening to the impetus of a fresh breeze.

Therefore it was felt that we could afford to hold a convention on the Atlantic coast; that coast being most in need of attention, would likewise have been too poor to have sent delegates had the Convention been held in either of the other districts.

Such, in brief, were the conditions which brought the first annual Convention of the Affiliated Seamen's Unions to New York.

Compared with modern arrangements, our preparations for the Convention were simple and modest in the extreme. There were no press agents to herald the coming of our delegates from the distant West, or from the chain of lakes.

No public officials or civic bodies turned out to greet them at the railway station with welcoming orations, or escort them in circumstantial procession to the spacious entrance of a gilded and far-famed hostelry.

No: "Not as the Conqueror comes; they the true-hearted came,
Not with the roll of the fife and drums,
And the trumpet that sings of fame."

They came, accomplished and adjourned, in simplicity and silence, while New York scarcely realized their presence.

The old members of the Atlantic Coast Seamen's Union were a modest, simple-minded lot, not accustomed to magnificent extravagance or vulgar display.

But as poor as they were, they were determined to show their appreciation of the I. S. U. of A., and if they could not afford to seat the Convention sumptuously, they could at least receive the delegates with appreciation and decency. Fully a month prior to the date of the convention diligent arrangements for the respectable housing of the Big Event were begun on the homeward-bound scale. Every article of furniture or equipment in the old Union Hall was dragged out and inspected, and everything that failed to stand the test of a most critical and remorseless inspection was promptly condemned and junked, to be replaced by new and more ornate and up-to-date fittings.

The walls were given two elaborate coats of paint, and since we could not afford suitable covering for the large floor which we occupied, that was carefully scrubbed and treated to two coats of spe-

cial anti-fouling composition likewise. Our old-fashioned slush lamps were discarded and up-to-date electric lights were installed instead. For the previous three years the Union Hall had been encumbered with a rough array of sixteen lumbering old spruce benches, tarnished only by the traces of time, and smoothed by the constant impact of dingy dungarees. These primitive structures constituted the entire seating arrangement of our stuffy old auditorium. They were each about sixteen feet long and a most unsightly and cumbersome nuisance.

But the near approach of a convention suddenly inspired our members with a keen appreciation of the poverty stricken appearance of their squalid surroundings, and animated them with an entirely new sense of class dignity and self-respect. The lumbering old benches were at once pounced upon and quickly reduced to useful kindling wood, and replaced by neat rows of trim, neatly varnished, hardwood chairs. Then a handsome rolltop desk and an eight-day clock were proudly installed, as well as a new and very ornate stove (the former one having been completely demolished during a vigorous argument between two very strenuous and emphatic disputants). Of course, the newly painted and smoothly varnished deck was held sacred, so the "boys" invested $12 in a dozen bright nickel-plated cuspidors to protect it from precarious defilement. Barney Harkins contributed a big thrum mat, which was spread in front of the door, beneath a warning sign which read: "Clean your mortal soles." Finally a big flagstaff was set out on the front of the building, properly secured with regulation toppinglift and spar guys, and a big American flag was flung defiantly to the free air of South street; then we were ready for the convention.

With all these transformations the Sailors' Union Hall became a model of scrupulous cleanliness and elegant simplicity. No clipper's poop was ever more thoroughly or conscientiously gone over, or more proudly and jealously guarded for homeward-bound inspection.

Old "Windy" Bill Wilson voiced the suppressed sentiment of all concerned when, returning from a hard pine coasting trip, he made a critical survey of our renovated and remodeled quarters for the first time. "Thar, by gum," exclaimed "Old Windy," glancing approvingly around the Hall, "it looks ez though sumbuddy lived 'ere now! Come on down, fellers, an' hev suthing,' I'm gonna blow the new outfit!"

Since those eventful days at the beginning of its world renowned history, The International Seamen's Union of America has held its annual conventions in most of the notable seaboard cities along the Atlantic and Pacific coasts and along the chain of lakes as well. Important State and municipal societies and officials throughout the Union have eagerly bid against each other for the privilege of entertaining our delegates; governors, mayors, civic bodies and public functionaries of high degree have all jostled each other in their haste to bid them welcome, and extend to them the best that unbounded hospitality could provide or local opulence suggest; but never has a convention been seated amid more cleanly, cheerful and congenial surroundings, nor have our delegates ever been welcomed to any port with such genuine, heartfelt, unaffected and unassuming sincerity as that extended to them by the true-hearted and devoted members of the old A. C. S. U. at New York on December 4, 1895.

And the best evidence of that sincerity consisted in the fact that not one dollar of expense was charged to the Union for all the new improvements to our humble premises above described. All of those expenses were defrayed by voluntary contributions collected among the members of the branch.

And when it is remembered that wages at that time were about $16 per month in the coastwise trade, minus $5 shipping fees and other ruinous extortions, while employment was as fleeting and precarious as March sunshine, the meaning of such a corporate sacrifice to the contributors can be better appreciated.

On the Saturday preceding the opening date of the convention, Mr. Buryeson arrived from Boston, about an hour before Mr. Furuseth blew in from Washington. These two comrades had never before met, and their first personal encounter was attended by an amusing affair which has left the long laugh on Buryeson ever since, and emphasizes the danger of an over-wrought imagination coming suddenly into unexpected contact with the personal object of its pictured vagaries.

After paying his respects to the office, Mr. Buryeson went out to seek the attentions of a barber and Mr. Furuseth arrived during his absence.

Leaving his hand luggage in the office, Mr. Furuseth also thought of some personal matter of his own requiring attention, and was just on the point of leaving the hall, when he nearly collided with Buryeson, who was about to enter the door. Now, knowing Mr. Furuseth by reputation only, and having never set eyes on him before, Buryeson explained afterward, he had always pictured him as a big, boisterous, wild-eyed and bewhiskered old Viking, with the manners of a gorilla and a voice like a tempest.

With this self-conceived mental image constantly before him, Mr. Buryeson was entirely unprepared to greet the tall, mild-mannered, smooth-faced gentleman before him as the renowned seamen's leader and inveterate, anti-crimping advocate, Andrew Furuseth. The abruptness of the unexpected encounter had aroused his inward suspicions instead of his personal curiosity.

Hastily divining that Brother Furuseth must be either a crimp, a jackal or a scab, prowling around the hall with evil intent, Mr. Buryeson hailed him according to his imaginary colors. "Hey! What in hell are you doing around here!" he demanded belligerently, squaring himself off in the doorway to block the passage. "My name's Andrew Furuseth," came the stupifying but quiet explanation, with an amused smile. Buryeson was so completely taken aback and dumbfounded that it took him some time to recover sufficiently from his confusion to apologize and offer to shake hands.

The Lake delegation arrived on Sunday, as also did Mr. Karlson of the Columbia River Fishermen's Union. George Noonan of Vancouver was the last to report. He dropped off a box car at the Jersey City freight yards early Monday morning and was over to South street in plenty of time to respond to the opening roll call.

Mr. Noonan was in his way one of the most interesting delegates that ever attended a convention of the I. S. U. of A.

Before leaving Vancouver, Mr. Noonan had received from his organization $165 to cover his traveling expenses to New York and return. Packing the fare money safely in his soul and body lashing, Brother Noonan hooked a passage across the Sound to the mainland, then jumped an eastbound freight for New York. But he had kept his own counsel so completely that no one in the organization ever dreamed of his intention to "beat it" across the continent; least of all myself, who had never heard of him before.

Nearly a week before the date set for opening the convention, however, Mr. Noonan sent me a wire from a place called Metot's Mills, asking when the opening session was to be held. I didn't know Metot, or his mills either, neither did the telegraph operator. Neither of us knew either that Delegate Noonan was on his way through Canada until, after we had searched laboriously together all over the United States for those far-famed mills, that another official finally located them for us in the Dominion of Canada.

I was thereby able to reply to Comrade Noonan's telegram, which relieved my mind of a most oppressive burden, for in the fervency of my zeal and all-consuming enthusiasm, I could not conceive of any greater misfortune, or ill-omen circumstance that might possibly befall than a vacant seat at the opening of our first convention.

But Mr. Noonan arrived on time, as I have already stated—so why worry?

After introducing himself, Brother Noonan handed me an envelope containing $165 appropriated by his Union for traveling expenses, and a shooting iron he had packed along to defend it with. The shooting iron was a Smith and Wesson's "six," and I took both articles as trustee and deposited them in Joe Bloom's safe until wanted.

After the convention Mr. Noonan retrieved his traveling expenses and gun and, hopping another panhandle "Pullman," blithely "beat it" back to the Pacific and dear old Vancouver. After making his official report to his organization as a delegate to the first convention of the I. S. U. of A., Mr. Noonan returned $165, representing his "traveling expenses," to the Union treasury and then sat down and wrote me a nice chummy letter, recounting his experiences and safe arrival at his home joint. That was how a Union sailor attended the convention of his craft a quarter of a century ago.

The luck of odd numbers always seems to prevail in human progress, and as a figurative mascot the number 11 appears to predominate in religious and industrial reform movements. The Sailors' Union of the Pacific was founded by 11 devoted members meeting on an historic lumber pile; and 11 sailors attended the first convention of the I. S. U. of A. Our Lord had 11 faithful followers left after old Iscariot had kicked the bucket out from under him-

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OUR WASHINGTON LETTER.

(By Laurence Todd)

From ambush, the reactionaries controlling the Senate of the United States have fired their first shot in this session against organized labor.

Shortly after noon on Thursday, Dec. 16, when there were only half a dozen senators on the floor, and the calendar of minor bills was being hastily run through by the reading clerk, the Senate passed the Poindexter industrial slavery enactment. This bill makes it a felony, punishable by ten or fifteen years imprisonment, and by fine of $10,000 or $15,000 maximum, for anyone to seek to tie up any railroad by a strike.

Of course it hides behind a pretense of merely protecting interstate commerce, and especially railroad traffic, from stoppage due to a deliberate agitation or conspiracy aimed at stopping traffic. But its actual terms cover any and every word, act or agreement which would create a railroad strike. It reduces the 2,000,000 railroad employes to the legal status of slaves, powerless to better their economic condition by concerted action to test their strength against the strength of organized and oppressive capital represented by the railroad executives. In all the history of American legislation there has been no such backward plunge of the supposedly sane upper branch of the national legislature as was the unopposed and automatic passage of this insult and challenge to the whole labor movement of the country.

Senator La Follette was in conference in his office when the trick was turned. He had had no warning that it was on the program. Poindexter himself had told P. J. McNamara of the locomotive firemen, earlier in the week, that he had no idea of bringing the bill up this month. When notified by his secretary that the slavery bill had been slipped through without even a word of discussion or a record vote, La Follette hurried to the Senate floor and served notice of a motion to reconsider the vote by which it had passed. Later in the day Senator Johnson of California, hearing of the affair, gave notice that he also was interested in the bill and the motion to reconsider its passage. It was reported that when the bill was being read Senator Kenyon walked into the chamber, and that someone immediately stepped in front of him, led him aside for a private talk, and so prevented him from knowing what was going on.

By good chance, the executives of the sixteen standard railroad labor organizations were meeting here on Friday, and they had a chance to exchange views at once upon the situation in Congress and in the labor movement which this act of war on the part of the Senate junkers had created. A conference was held in the morning, and another in the evening, at which were present, by invitation, the group of liberals or progressives in the Senate and House who were willing to permit the public to see them associating with trade unionists. This is a small group. Being a friend of organized labor in Washington is not so fashionable as it was six or eight years ago.

At the first conference, held in the headquarters of the International Association of Machinists, it was pointed out that although the Senate would probably be forced by La Follette and his friends to reverse its action on Poindexter's bill, yet the bill had been reported out by the Senate Committee on Interstate Commerce after long hearings, and in deliberate defiance of the organized workers of the nation. It was further pointed out that with so few liberals in Congress, some effective means must be devised to watch for future tricks like this one. A legislative information bureau serving the whole progressive movement of labor, farmers and decent citizens must be established and supported. In close touch with this information service must be the labor and farmer organizations and the liberal groups in Senate and House. They must have frequent conferences on all measures pending before Congress, and must so organize their co-operative effort that henceforth the reactionaries would be kept on the defensive.

What will come of these conferences will depend upon the Senate and House groups rather than upon the labor representatives. Labor is just now so much aroused that there can be no doubt that it will find a way to fight the labor-crushing propaganda, and to strike for reasonable wages and conditions quite regardless of any anti-strike laws which may be enacted. But if the legislators will really co-operate with them, there is almost no limit to the change in the situation at the capitol which will result.

On the same day that it enacted the anti-strike bill, the Senate passed a resolution appropriating $5,000 for counsel for the Calder Committee which has been investigating the reasons for the high price of coal, and has recommended that the Government take over the coal mines unless the operators stop gouging the public as they now are doing. Senator Kenyon explained that the committee wants to extend to the rest of the country the same sort of inquiry as has been made by the State legislative committee in New York, in the matter of the building industry. The Senate wants to know whether there is a nation-wide building combine which is preventing the building of more houses.

This gave King of Utah a chance to remark that what we want is a more drastic anti-trust law, so that combinations in restraint of trade can be punished. Otherwise the "demand for nationalization and socialization of our basic industries, and indeed all of our great industries," would be rapidly developed to the point where the system of private competition might be endangered. King said he was faithful to the competitive system of society, but it must be saved by anti-trust laws.

The Congressional record, by the way, shows that Smoot and King were taking part in discussion of bills that came up just before the Poindexter bill was brought up, and that King, Smoot and Chamberlain of Oregon debated the bill that immediately followed it. Presumably they approved the anti-strike bill, as they did not object.

Senator Warren of Wyoming, chairman of the Appropriations Committee, distinguished himself on Friday by attacking the Maternity Nursing bill, which the women's organizations throughout the country forced the Democratic and Republican presidential and congressional nominees to endorse. The establishment of Federal aid for States in the furnishing of nursing care to expectant mothers in the rural districts and in cities, as provided in this measure, would cost less than $500,000 at the start, and would possibly cost a matter of $4,000,000 or $5,000,000 a year when fully developed. It would save the lives of scores of thousands of mothers and babies each year. It would cost less than any one of a dozen present expenditures on livestock, coal, and other commercial and agricultural items in the Federal budget.

Warren, however, knew what he was about. He knew that the Children's Bureau and the Women's Bureau in the Department of Labor had been a force for decency in government, and for humanity in the relations and responsibilities of the Government to ordinary folks. He showed that the Children's Bureau had grown bigger and more expensive, and predicted that it would be the same with this new bureau. He complained that the Treasury was "sicker than at any time since Civil War days," and said that there was no justification for "starting out in a new direction."

The ghastly humor of this plea is realized when it is remembered that Warren has been one of the most active big army men, and has log-rolled millions of dollars of military appropriations for an almost desert location in Wyoming, Fort Russell, with great political advantage to Warren. And there is a Congessional investigating committee's report in existence which declares that Warren's cattle company fenced in a great tract of public land in Wyoming. Today Warren pleads as a watchdog of the public purse, against the only bit of humane legislation offered in this session.

Ten Senators who are not of the Warren-Smoot-King variety have sent a letter to the State Department, demanding that it protest to the British government against the latter's refusal to permit the American Commission on Irish Conditions to send a delegation to Ireland to get the facts. Frank P. Walsh is counsel for the Commission, and it is understood here that it was because Walsh proposed to ask the same courtesy of the British government that all the visitors were barred. The British authorities do not like Frank Walsh. They fear that he may stir up Irish labor to a general strike, or some other dramatic expression of their will.

THE AVERAGE MAN'S TIME.

A French statistician has been dabbling with figures to find out just what man does with that precious thing called time. He concludes that at the age of fifty years the average man has slept 6000 days, worked 6500, walked 800, amused himself 4000, spent 1500 eating, and was ill 500 days.

A disposition on the part of a trade union to talk with its employers is no sign of its inability to adopt other means of securing justice if need be. And, per contra, the trade union that denies or ignores the wisdom of conferring whenever possible generally displays little stomach for sterner methods when forced to meet them.

ATLANTIC COAST AND GULF

(Continued from Page 9)

self, and Joseph's dream of fortune was the sun and moon and 11 stars.

Punctually at the time appointed, the first convention of the I. S. U. of A. was called to order by President Elderkin; all responded to the roll call, and the committee on credentials found all present fully accredited and entitled to seats. Thus throughout that fateful and portentious week in the history of the Seamen's Unions, we sat together in earnest and solemn conclave, a zealous and devoted little band of hard-faced, hard-fighting, true hearted class liberators seeking to establish among seamen the Godgiven rights of "Life, Liberty and Happiness" decreed by the founders of this Great Republic as the fundamental prerogatives of humankind.

We were, compartively speaking, a youthful bunch, and Mr. Karlsen of the Columbia Fishermen's Union, a long, rangy, serious-looking comrade, wearing full beard, appeared like a patriarchal daddy in our midst, though in years he was probably no older than several of the others present.

Mr. Furuseth, the daddy of the movement, was still under 40, as also was Mr. Buryeson, the presiding sage and Holy Moses of the Atlantic Coast at that time. Mr. Elderkin was about the same age as his two principal colleagues.

The others ranged in age from 25 to 35 years; as for myself, I was just on the verge of my thirties, a conceited novice, facing the dismal future with an optimistic, devil may-care grin of blissful ignorance.

Owing to our paucity of numbers, the committees were, perforce, so appointed as to overlap each other considerably; thus we often had to do double duty, not to mention "overtime." But this constituted no hardship among a group of zealots whose only pleasure was to serve.

Mr. Buryeson and myself were originally appointed on the Legislative Committee, of which Mr. Furuseth was chairman, but we likewise served more or less on every other committee in the house before the end of the convention.

I was likewise appointed a committee of one to feed the press, and if the reporters failed to assimilate much news it was not for lack of provender.

Thus we worked harmoniously together, ever conscientiously and in fraternal accord, constantly exchanging and co-ordinating our individual opinions and personal views on predominating subjects for the common good.

On Saturday evening, December 9, the convention adjourned sine die, but without naming or announcing the place of its next meeting, thus leaving the future of the I. S. U. of A. entirely in the hands of Fate and fortune in so far as the directing influence of future conventions was to guide it.

On Sunday following the convention an informal meeting of delegates was held, at which we discussed freely and unreservedly many complex problems then confronting the organized Seamen, and pledged ourselves anew to the formal oath of original membership:

"I solemnly promise to regard every member in good standing as a brother; to defend his life, reputation or interests."

And by the fulfilment of that sacred promise we of today must firmly abide, for upon it the hope of our Union is founded, and upon the enduring solidity of that primal foundation alone can it hope to survive and perpetuate its basic doctrines of the Brotherhood of the Sea.

JAMES H. WILLIAMS.

(Concluded next week)

WEEKLY NEWS LETTER.

(Continued from Page 3)

Some of the 20 American companies that have adopted the three-shift system in the last few years have made no great change in operating methods, he said, and accordingly costs are somewhat higher than before the change. But others have taken advantage of the new system to cut out unnecessary positions, strive for greater output and to require greater care on the part of the men. The result has been that costs are but little higher than under the old plan. Some of the largest companies, the speaker said, have increased their labor force only 30 to 35 per cent. in putting on the extra shift.

Mr. Drury added that the human and civic values involved in changing from 12 to eight hours' work are more important than the financial and operating difficulties of the change.

FIVE WEEKS IN SOVIET RUSSIA

(Continued from Page 7)

rest of the world, riding from victory to victory—a feeling of pride that is mightier than the worst pangs of hunger,—and you will understand why our army is so steel-bound, so unconquerable."

"But, tell me, Petrovsky, don't you think that there is a good deal of flowery talk in all that?" I asked. "I know too well from personal experience the great importance of enthusiasm and of a high morale in times of conflict; but I know too the destructive influence of hunger. You don't mean to assert that your masses are different in this respect from any other masses?"

"It is, nevertheless, a fact," he replied. "The will of our masses has not been bent by hunger. You may call it a miracle, if you will, but this miracle is happening before our own eyes. You have seen how we have waged this strike for three years, and the firmness of our strikers has not been impaired in the least. Each new enemy of ours receives a greater drubbing than the preceding one. Soon you will hear we have destroyed Wrangel."

"How do your masses conceive this fight that you are conducting?" I asked again. "How do they explain this ceaseless war upon so many fronts?"

"They understand all," he replied. "We have won our power with the slogan of 'world peace' upon our lips. The world was drunk with warlust at that time, and paid no heed to our cry. Our masses know this; they know that the old world has forced the war upon us, and that we are defending our revolution upon barricades and will outlast our enemies."

Our conversation turned to the relations between the workers of other lands and the workers of Russia. They know in Russia of the efforts of organized labor the world over for the lifting of the Russian blockade and for the cessation of aiding the counter-revolutionary bands attacking at present the Soviet regime. They lay a great deal of hope upon these efforts, too. Our talk lasted several hours, and before I left him, Goldfarb-Petrovsky led me through all the rooms of his residence. Such wonderfully decorated walls, such deep, luxurious rugs on the floors, such rich draperies and furniture, I have never seen even in my wildest imagination. In this palace there must have resided before the Revolution either a Moscow multi-millionaire or a relative of the Tzar. It is well worth while to make a trip to Moscow to get a look at the bathroom in that palace alone.

Goldfarb was alloted this residence by the Government on account of the importance of his post. He has his offices there, too, where some of the most important business in connection with the Red Army is being transacted. This business requires a big staff and numerous suites for assistants, visitors, etc. I went back to my hotel in a government carriage.

International Seamen's Union of America

(Continued from Page 5)

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Labor News

The Minnesota State Minimum Wage Commission has ordered a wage increase of from $11 to $12 a week for women workers.

If the Government regulates the coal industry, Senator Cummins is in favor of making coal strikes illegal, according to an interview in a Washington newspaper. After stating that he will urge Congress to handcuff miners to their jobs, Senator Cummins declared that "labor will get a square deal from the new Congress."

F. Whitaker, a member of the United Mine Workers of America, was elected judge of a county in Kentucky while serving six months in jail for contempt of court. He defeated Judge Stephen Combs, who sentenced him to jail. The successful candidate directed his campaign from behind prison bars and was supported by miners and other trade unionists. When he was elected he was pardoned by Governor Morrow. The new official has announcel that he will not commission gun men as deputy sheriffs.

The notorious "Citizens' Committee" has been revived in Tampa, Florida, and these business men are attempting to intimidate cigar makers on strike. This committee has committed acts of violence against workers in previous strikes. In the present instance the local press suggested that officers of the cigar makers be told to "get out of town." This gang of business men recently called on Sol Sontheimer, representative of the International Cigar Makers' Union, and notified him that he would be held responsible for any disorders in connection with the strike. The unionists asked for proof of disorders, but this was not forthcoming.

Postmaster General Burleson has ordered that postal organizations or postal employes can not solicit advertisements for their publications or periodicals. He says business men have responded to these solicitations because they have believed that their interests "would be protected by gaining the good will of these organizations" and not because of benefit from the advertisements. The bona fide postal trade unions have always conducted their magazines on a business basis, and sold advertising space as every other legitimate publication. It is still permissible, however, for a business man on some dark night to slip under the office door of one of these publications copy for an advertisement with the request that same be published.

Decreased employment in November, as compared with October, is indicated in a monthly report just issued by the Bureau of Labor Statistics. The largest decreases in employment were in textile industries. There was a falling off of 17 per cent. in men's ready-made clothing establishments, 12.5 per cent. in woolen plants, 12.1 per cent. in hosiery and underwear plants. There was a decrease of 11.2 per cent. in the number employed in the automobile industry, 7.5 per cent. in the leather industry, 5.4 per cent. in the boot and shoe establishments, 4.8 per cent. in the cotton manufacturing, 4.8 per cent. in silk manufacturing, 3.2 per cent. in the iron and steel industry, 2.8 per cent. in the paper industry, 2.7 per cent. in cotton clothing.

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SEAMEN, have you got a copy of Axtell's new book, "Rights and Duties of Merchant Seamen"? It deals with income tax, how to become a citizen, contains a complete digest of the Constitution of the United States and amendments, the famous Thirteenth Amendment, declaring that men shall not be compelled to do involuntary servitude under the laws of the United States; a history of the great fight made by organized seamen of America for liberty, how that liberty was obtained and is now expressed in our statutes and is buttressed by the foundation of our Government itself, the Constitution of the United States. This book contains a complete digest of the Constitution of the United States. It contains a complete digest of the Statute of the United States pertaining to seamen, officers, consuls and owners, their rights and duties to themselves and to each other; the subject of wages, overtime, salvage, personal injury, discharge in foreign ports, wrongful and proper; questions of discipline; rights and duties of consuls are fully set forth in this little volume of one hundred pages.

The actual cost of publication is 65c. The price is $1.00 in single copies. In orders of ten, a discount of 10% is allowed. In lots of twenty 20% is allowed, in lots of twenty-five 25% discount, in lots of one hundred 30% discount. In other words, in lots of one hundred there is 5% to cover cost of shipment.

The author, Silas B. Axtell, Attorney for the International Seamen's Union of America, in nine fights before the Supreme Court of the United States to enforce the Seamen's Act, Attorney for the Seamen's, Firemen's and Cooks' organizations in innumerable legal battles, is the leading authority on the law pertaining to seamen.

There are only 2000 copies of this book to be disposed of. They are going at the rate of 250 per week by mail order alone.

This is what Harry Olsen, who initiated Mr. Axtell into the Sailors' Union of the Pacific before he went on board the "West Calumb" as ordinary seaman in September, 1919, says:

> "Your book, 'Rights and Duties of Merchant Seamen,' ought to be in the hands of every seaman. Knowing the law would settle a good many disputes which now arise. I will do my best to further the sale of the book and to start with I enclose P. O. Money Order for $20.00 for which kindly forward twenty books as soon as you can."

The following is quoted from a letter just received from Frank Manning, an American Seaman, who met with a serious accident on board an American ship. After stating the facts in his case and asking for assistance and advice, he says:

> "Orunds Hospital, Copenhagen, Denmark, October 27, 1920.
>
> "As I am not up in the Maritime Law whatever and do not pretend to know the least thing about it, it is no good for me to get into any arguments over here with these people because an uneducated person cannot cope with them. Well, Mr. Axtell, hoping to hear from you and hoping this finds you in good health, I am
>
> "Respectfully yours,
>
> FRANK MANNING,
> Copenhagen, Denmark."

Every seaman should have one of these books, "Rights and Duties of Merchant Seamen."

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Any one knowing the whereabouts of John B. Isaacs will please notify Chas. F. Bullock, Marine Cooks' and Stewards' Association, 321 Twentieth street, Galveston, Texas. Matter of great importance. 3-31-20

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INFORMATION WANTED

Olaf Nyhagen, a native of Bergen age 36, is inquired for by his mother Mrs. Dina Nyhagen, Bergen, Norway
4-28-20

Home News

An appropriation of $1,678,648 has been asked of Congress by the Department of Justice to meet deficiencies expected to arise during the current fiscal year. Attorney-General Palmer said $500,000 of this sum would be needed "for the detection and prosecution of crime."

Chambers of commerce in Ohio, are discussing a one-man system or government which has been recommended by a board of experts employed by the joint committee of the legislature. The proposed change provides for election by the people of three State executive officers—governor, lieutenant-governor and auditor. Other administrative officers are to be appointed by the governor without confirmation by the Senate.

Last year's work by the United States Geological Survey, Department of the Interior, in Alaska included geologic surveys of 2,700 square miles, topographic surveys of 2,300 square miles, and a continuation of stream-gaging work in southeastern Alaska in co-operation with the Forest Service, with special reference to the possible use of water power. This last-named work should be of benefit not only to mining but to the wood-pulp and other industries.

Investigation by experts, it is claimed, shows that the Government has lost $1,000,000,000 in delinquent taxes. Thousands of individuals and corporations were so generous to themselves in stating their income that the Government is now checking up. It is stated some corporations scaled down their payments as much as $1,000,000 under the amount actually due the Government. In many instances individuals fell short of making correct statements, and thereby saved themselves amounts ranging from $100,000 to $500,000. It is stated that delinquents will be called upon to pay.

The retail butcher is the most brazen profiteer in the history of piracy, declared Everett C. Brown, president of the national live stock exchange in an address to live stock producers at Chicago. "Wholesale prices of meat are now down to prewar level, while retail prices, instead of declining, remain at the peak they reached during the stress of war," said the speaker. Mr. Brown favored the formation of an organization which would enable consumers to place their finger on the profiteers in meat production, which he declared at this time were the retail butchers.

In a report on the eyesight of school children Commissioner of Education Claxton calls attention to a statement by the provost marshal general that 10 per cent. of all the rejections of drafted men in the great war were on account of eye defects. This does not include a large number of men with eye defects of a minor character or with eye defects corrected by glasses who were classed in the limited service group. "This is merely a confirmation in a dramatic way of the facts that have been revealed by examination of the eyes of millions of school children in all parts of the civilized world during the past generation," says the report. It is estimated that 20 per cent. of all children in the schools are in need of treatment for eye defects.

Domestic and Naval

The Bureau of Navigation, Department of Commerce, reports 118 sailing, steam, gas and unrigged vessels of 213,957 gross tons built in the United States and officially numbered during the month of November, 1920.

The Jananese steamship "Shosho Maru No. 2," 754 tons gross, 431 net, carries about 1,000 tons dead weight, built in 1918, and owned by the Kabushiki Kaisha Shosho Yoko, Tokio, is reported sold for about Yen 22 per ton dead weight.

Cable advices from the U. S. Commercial Attaché at Tokyo state that the amalgamation of Japanese shipping companies proposed by the Government is meeting with opposition on the part of the large companies, and it is believed that such a consolidation is quite unlikely for some time, if ever.

The former Norddeutscher Lloyd liner "Berlin," which has been acquired from the British Government by the White Star Line, will be renamed the "Arabic" and placed in the New York-Mediterranean service, for which she was built. Since the Armistice she has been running in the P. & O. service.

The Tokyo police, according to a local newspaper, have discovered an agency for shipping stowaways to the United States. The agency is said to have been working in collusion with petty officers of freighters, who allowed stowaways aboard, disguised as members of the crew, for a fee of Yen 180 ($91).

Orders for the withdrawal from service of sixteen vessels, aggregating 87,000 deadweight tons, to be tied up at Baltimore, Norfolk, Seattle and in the Gulf, were issued by the Shipping Board on December 21. The craft range from 3400 deadweight tons to 9500 deadweight tons. Sale of three wooden harbor tugs for a total of $123,500 and six wooden hulls for a total of $363,500 was announced by the board on the same day.

A report by engineers of the International Mercantile Marine Lines, received here by T. H. Larke, Pacific Coast representative of the company, shows that the tonnage of the steamer "Olympic" has been increased eighty tons due to changing the vessel from a coal to oil burner. The speed of the vessels has also been increased one knot per hour over her former running time by the change. The "Olympic" is the largest British steamer afloat.

Fire which caused property damage estimated at between $3,000,000 and $10,000,000, when the Jahncke Drydock and Shipbuilding Company's plant near New Orleans, was gutted, was brought under control late yesterday. Several workmen, reported missing are believed to have been killed while more than a dozen are reported seriously injured. Reports to the police placed the probable loss of life at between three and ten. Damage to the Jahncke shipbuilding plant alone will exceed $2,000,000, officials of the corporation stated today. United States shipping board steamers the "Saranta," "Dilwyn" and "John Adams" were reported totally destroyed by the fire, which spread to ships anchored near the Jahncke wharf. Five other ships sustained slight damage. The fire is believed to have been caused by red hot rivets falling into oil in the stagnant river.

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JUNE 30, 1920

Assets	$66,840,376.95
Deposits	63,352,269.17
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,488,107.78
Employees' Pension Fund	330,951.36

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Torkildsen, E.
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Toyra, A.
Torwick, H. S.
Twigg, H. M.
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Wallenius, Karl
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Bang, Maurice
Bargen, F. H. von
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Clark, F. W.
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Deu Pree, E.
Devick, John
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Flood, Alex
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Svanson, Harold
Swanson, H. -1216
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LOCAL
AT A M P

News from Abroad

Steel plates from Belgium have arrived in South Africa for the first time since the war.

All nitre companies in Chile, except those controlled by North Americans, have joined the Nitrate Producers Association, which is said to represent 98 per cent. of the total production of nitrate in Chile. The North American firms, says a dispatch from Valparaiso, are largely purchasers of nitrate, rather than producers, and are said to have been prevented entering the association by the laws of the United States.

The coal agreement between Great Britain and France, under which the latter country received 45 per cent. of the British coal exports, has been cancelled. The agreement with Italy remains in force, but the allotments for South America are abrogated. The German press has recently been complaining that France is now so well stocked with coal as to be able to offer to sell the coal delivered by Germany under the Treaty back to Germany at an exorbitant price.

A Norwegian shipowner who had placed an order with a Danish yard for a steamer costing kr. 3,900,000 sought to cancel the contract owing to the unfavorable prospects for shipping. The builders objecting, recourse was had to arbitration and the decision of the arbitrators was that there existed nothing whatever to justify concellation "of the contract." The Norwegian shipower had to pay the costs of the arbitration, plus an indemnity to the builders.

During the month of October the total amount of coal mined in Australia was 464,000 tons, of which 172,000 tons were exported overseas as cargo, 45,200 tons supplied to overseas vessels for bunkers, and the remainder consumed in Australia. Freight rates to Iquique for sailing vessels are 106s., on steamships to Callao 125s, on sailing vessels to Manila $12 U. S. gold, and by steamship 32 yen. Some vessels have been detained for two months on account of Government restrictions of coal exports.

A report from Paris says that in view of the necessity of increasing the purchases of American coal in order to constitute winter stocks, the rebate on such coal is increased to 150 francs per ton up to January 1, 1921. This rebate will be paid on all coal discharged in French ports between November 1 and December 31, 1920. This rebate consists of a refund to importers of American coal. On the other hand, a surtax is applied to French, Belgian and Saar coal so as to compensate for the rebate given on American and British coal.

The assembly of the League of Nations, consisting of representatives of the two score nations that are members of the league, have recommended the establishment of a permanent international court of justice. The organization as planned, lacks the obligatory appearance of both parties to a dispute and provides no penalty for noncompliance with the decision of the court. The plan will now go to the different countries for ratification. If 22, or a majority of the members of the league, approve it before the next meeting of the assembly, the judges will be elected and the court will come into existence in September.

With the Wits

Striker—To settle our differences we will have an arbitrator. Employer—Good! Who will he be? Striker—Me.—Turin Pasquino.

The Artist—Will you sit for me? The Err-er-Lady—Wodger think I am—a blinkin' 'en?—Sydney Bulletin.

"Some early influence has made him erratic, I'm sure." "He was born under a crazy quilt, I've been told."—Judge.

Cheerful Diner.—"What! You call that a sausage? It makes me laugh!" "That's good, sir. Most people swear."—Meggendorfer Blätter (Munich).

"Why didn't you arrest that brute when you caught him beating his wife?" "I thought he was doing it for the movies."—Judge.

"Our waiter has a faraway look in his eyes." "So he has. I wonder what's on his mind?" "Evidently it isn't my order."—Birmingham Age-Herald.

"He calls it a 'Portrait of a Lady.'" "He's alone in his belief. The artists say it's no portrait and the women say she's no lady."—Louisville Courier-Journal.

"Who was it said that it takes two to make a quarrel?" asked Mrs. Gabb. "I don't know," growled Mr. Gabb. "But I'll bet a million dollars he wasn't a married man."—Cincinnati Enquirer.

"Are you having any trouble keeping your hired man satisfied with his job?" "No," replied Mr. Cobbles. "I worked on his superstition." "How so?" "I paid a fortune teller $5 to tell him seven-dollar-a-day jobs in town would soon be as scarce as hen's teeth."—Birmingham Age-Herald.

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AMERICAN-JAPANESE RELATIONS

Plain Talks Versus Diplomatic Messages

A distinguished Japanese journalist who recently visited San Francisco said:

"The impression prevails in Japan that the Japanese in California during the past year's campaign on exclusion have been badly treated. I find that it is not so; that they have nowhere been interfered with or hindered in business, or insulted or abused personally. It has been difficult for the Japanese people to understand that an actual campaign for rigorous exclusion of Japanese could be conducted in such perfect good temper and without boycott or other offensive measures against the Japanese."

The article on this page will bear out that very contention and incidentally presents certain remedial suggestions which, if carried into effect, are likely to have far-reaching results.

The Oriental immigration problem has always been distinctively a California problem.

For seventy years the working people of California have striven for legislation prohibiting the further immigration of Oriental laborers. Certain internationalists and intellectuals of various shades have expressed doubts about the wisdom of adopting an exclusion policy. But men and women whose occupations have brought them into direct contact with the Chinese or Japanese have never had but one opinion as to the significance of their admission. Whether in the mining camps of the early fifties, in the factories and workshops of the later periods of industrial development, or as tillers of the soil, we find the same bitter complaints of the evils of such competition.

If Californians had been able to legislate on the subject, the question would have been settled long before the Chinese had arrived in sufficient numbers to constitute a serious problem. However, under our system of government Congress claims exclusive right to regulate immigration. Hence it was necessary to convince the nation before the desired relief could be obtained. And this was not an easy task. The small minority within the State whose interests were opposed to restrictive legislation were greatly reinforced by the merchants of older states, who feared to jeopardize the rich trade of the Orient, and by idealists who were loath to recognize the world-old significance of race in the application of their theories of political and social equality. Only by the persistent and sustained effort of the working people of California, first the State and then the Nation have been converted to the policy of Chinese exclusion.

No sooner had the Chinese immigration problem been disposed of to the general satisfaction of Californians when the menace of unrestricted Japanese immigration came to the front with startling rapidity.

For 250 years prior to the arrival of Commodore Perry, Japan had excluded all foreigners (barbarians) except a small number of Dutch traders who were, however, restricted to a small island.

Commodore Perry anchored off Uraga on July 7, 1853. Five years later the first official treaty between the United States and Japan was signed to take effect on July 4, 1859.

Only 33 years later, in 1892, the American Federation of Labor Convention adopted resolutions demanding extension of the Chinese Exclusion Act so as to include Japanese. And fifteen years after this demand was made, i. e., in 1907, a so-called Gentlemen's Agreement was arrived at through diplomatic negotiations whereby the Japanese Government agreed to keep laborers from America.

But the Gentlemen's Agreement has not been a solution of the problem. In California the demand for the exclusion of Japanese is more general and more pronounced today than ever before. Of course, the organized working people have been in the vanguard of this movement just as they led in the struggle for Chinese exclusion. Leadership in this respect does not mean hurling the most bricks. To the contrary, Labor in California has severely frowned upon violent anti-Japanese manifestations. And, although this is not generally known, it is a fact nevertheless that California trade-unionists have at all times made earnest efforts to eliminate the harsh and unpleasant features incident to such a campaign of propaganda.

There are many concrete examples to bear out this contention. But just one will suffice to illustrate the point. Two Japanese presented credentials as fraternal delegates to the annual convention of the California State Federation of Labor which met at Santa Rosa in 1915. The report of the Committee on Credentials, made to said convention, clearly sets forth California Labor's attitude toward the workers in Japan, and is quoted herewith:

"There have been submitted to the Committee on Credentials two credentials for fraternal delegates from the Laborers' Friendly Society of Tokio, Japan, namely, B. Suzuki and S. Yoshimatsu.

"Your Committee has given careful consideration to the question of seating these men. It has been said that the Laborers' Friendly Society is not a bona fide trade-union. It has also been alleged that these two men are not representing the working people of Japan, but are rather agents of the Japanese Government in a well-planned campaign to weaken our immigration laws, etc.

"Your Committee, however, has not been furnished with any evidence to substantiate the allegations referred to. We, therefore, recommend that both be seated without vote.

"We have arrived at this conclusion (1) because the seating of these delegates in no way affects our attitude or modifies our demand for the exclusion of all Asiatic laborers from our shores; (2) because we believe it is in accordance with the spirit of International Unionism and to our own advantage to aid and encourage the working people in Japan to organize and better their conditions."

The Committee's report was adopted and the delegates seated. During the second day's session Delegate Suzuki read a carefully prepared paper to the convention. His address was made a part of the printed proceedings.

The same convention which extended every courtesy to the Japanese delegates did not fail, however, to reiterate the old demand for an extension of the Chinese Exclusion Act so as to bar all Asiatics. United States Senator Phelan took occasion shortly after the adjournment of said covention to write to the California State Federation of Labor intimating "that the Federation had been trapped into a false position."

This was denied in a circular letter sent out by the Executive Council of the Federation, reading, in part, as follows:

"No, Senator, we have not modified our views upon the Japanese menace. We fully realize the danger of the so-called 'Gentlemen's Agreement' and we are anxious to have enacted an exclusion law which will effectively and permanently bar all Japanese laborers from our shores.

"Our objection to the Japanese in California is not, as you so well know, based upon trivial or sentimental reasons. We object to them for economic reasons, we know Californians cannot compete with them and maintain an American standard of living. And we have been in hopes that our kind treatment of the two delegates from Japan, and our own efforts to have them understand fully and unequivocally that we have no grievance against the Japanese as long as they remain in Japan, might have a tendency to bring about a better understanding between the wage-workers of Japan and the wage-workers of America. If we have failed in this honest endeavor it will be no fault of ours. We have at least tried."

In labor circles there was considerable discussion upon the question throughout the year but when Suzuki returned from Japan a year later he was again seated in the convention with only a few dissenting votes. At that time (October, 1916) Delegate Suzuki extended a formal invitation to the convention to send a fraternal delegate to the fifth anniversary of the Laborers' Friendly Society in Japan, to be held the following spring in Tokio.

The invitation was referred to a committee and in due time the committee submitted the following report:

"Upon invitation of the Japanese Fraternal Delegate to send a representative to that country, your committee submits the following resolution and recommends its approval:

"Whereas, The organized labor movement of California and of America stands ever ready to assist the workers of every country, color and creed, to emancipate themselves from exploitation, and

"Whereas, It has been necessary at times

for the working class of this country to protect their standard of living by favoring the exclusion of foreign competition, in the spirit alone of imperative necessity and self-protection, and

"Whereas, We have learned, with interest and gratification, that the workers of Japan are organizing into industrial unions for their own welfare; a movement we can endorse; therefore, be it

"Resolved, By the Seventeenth Annual Convention of the California State Federation of Labor, that we give to Mr. Suzuki, the fraternal delegate from the Laborers' Friendly Society of Japan, our expression of goodwill and a message of hope and encouragement for a brighter future of the working class of his country; and be it further

"Resolved, That, in assuming this position of a greater friendship between the workers of the East and the West, we must continue our unswerving stand upon exclusion until such time as immigration will not prove a menace to our own unions, our working people and our standard of living; and be it further

"Resolved, That the question of sending a fraternal delegate from this body to the Labor Convention in Japan be referred to the Executive Council of this Federation, with the hope that a delegate can be selected to carry a message of goodwill and encouragement to the laboring class of Japan."

The report of the Committee was adopted.

In November of the same year Suzuki attended the annual convention of the American Federation of Labor which met at Baltimore. This convention was equally emphatic in defining the position of organized labor upon American-Japanese working class relations, by the unanimous adoption of the following:

"Resolved, By the American Federation of Labor in annual convention assembled at Baltimore, Md., that we note with extreme pleasure and satisfaction the fact that the working people of Japan are organizing into unions and federated under the Laborers' Friendly Society of Japan; that we bespeak for them and their movement all the success possible; that we recommend that the Executive Council continue its friendly office in an effort to be helpful to the organization of the workers of Japan in every way possible by correspondence, and that it send a message of fraternal greeting, goodwill and best wishes for the success of the movement to organize more thoroughly and practically the wage-workers of Japan to bring light in their work and their lives."

It had been hoped that the American Federation of Labor and the California State Federation of Labor would each send a fraternal delegate to the meeting in Japan but the international situation became more and more critical and finally resulted in America's entry in the war. That put an end to plans for developing a clearer understanding and promoting mutual goodwill between the workers in America and Japan.

Suzuki did not return as a fraternal delegate, but since his last visit the workers of Japan have been represented at two international labor conferences held under the auspices of the League of Nations, and in each instance the Japanese representative gave an excellent account of himself.

M. Masumoto, Japan's labor delegate to the International Labor Conference held in Washington, in 1919, was a man with the courage of his convictions. Addressing the conference on November 27, Masumoto characterized his government as an autocracy which is the enemy of social justice. Pointing to the Japanese flag, he declared that under it "there is a police regulation whose aim is to interfere with the organization of labor." Describing what he termed the danger of extending to the Government of Japan special treatment, Masumoto said the industrial workers of Japan were mostly women and children, and that their lives approached almost that of slavery.

A second international labor conference was held at Genoa, Italy, during June and July of 1920 to consider the problems of seamen. Just prior to said conference representatives of the world's seamen held an open meeting in Genoa for the purpose of comparing notes and, if possible, to agree upon a joint program for submission to the official international conference.

At both of these meetings the seafarers of Japan were represented by Ken Okasaki, an able, courageous and resourceful champion of those who go down to sea in ships.

It has been my good fortune to come in personal contact with all three of these Japanese labor representatives—Suzuki, Masumoto and Okasaki. And it is not stretching a point to assert that men of this type are truly a credit to the working people in Japan.

Through association with these three men, often under decidedly trying circumstances, it has become a fixed belief with me that American-Japanese relations can be adjusted on a basis entirely satisfactory to the working people in both nations. No claim is made that this can be done by professional diplomats. But a series of heart-to-heart talks between workers' representatives from America and Japan will accomplish wonders. In fact there will be scarcely any ground for disagreement after a perfectly frank exchange of views has taken place. Of course, there must be honesty of purpose and discussion without disguise.

Japanese and American diplomats have so beclouded the main issue that the average man who is not a member of the diplomats' union and hence not versed in the fine points of that game cannot possibly follow the play.

For years we have been told that the Japanese are peeved because of the anti-Japanese campaign in California. But is it reasonable to assume that any Japanese duly acquainted with the immigration policy of Australia and Canada can have any grievance against California's efforts to similarly protect herself?

Can it be possible that any considerable number of Japanese, outside of diplomatic circles, will seriously claim certain rights for their countrymen in California when these "rights" have been and are being denied by other countries closely allied with Japan?

Every well-informed Japanese knows that certain groups of workers in Japan have time after time protested against the importation of Chinese coolies. Is it not a perfectly natural corollary that the working people of the Island Empire, if duly informed, will not only understand but actually sympathize with the identical attitude of American workers?

Trained diplomats may answer "No." But here is one California trade-unionist who believes that the working people in Japan will give an entirely different reply.

To be sure, the case must be presented to them in its entirety and also in its true colors. As years go by this becomes more and more difficult because politicians and statesmen (so-called) are doing their utmost to make frank and manly discussions of the problem a virtual impossibility.

But it is not too late to start right now. The organized working people in some of the countries of Europe are no longer content with old diplomatic usages. They have insisted, and in several instances succeeded, in securing recognition for men from the ranks of labor. It was not a question of getting government jobs for labor officials but rather the driving of labor's viewpoint, labor's thought and language, into the exclusive set who are labeled "trained diplomats."

So here's hoping that responsible forces will soon be at work—

1. To bring about an intelligent appreciation throughout America of the economic need for the exclusion of Japanese.

2. To map out a plan, open and aboveboard, whereby it will be possible to reach a thorough understanding between the workers in Japan and the workers of America.

3. To cause the appointment of an experienced and thoroughly representative labor man for service (as an adviser) at each of the principal American embassies, but in particular at our embassy in Tokio.

—Written by Paul Scharrenberg for The Annals, the publication of the American Academy of Political and Social Science.

NEGRO BOY HONORED.

In December, 1882, a black boy, seventeen years old, was trying to make his way back to his home and birthplace at Union, West Virginia, from Toledo, Ohio, where he had been a laborer on public works and in coal mines, but he decided to spend Christmas in Charleston. The chief reason that impelled him to stop at the latter town was because he ran out of funds at that point. Instead of waiting for a position, he took the first job which presented itself—that of dishwasher at the Hale House. On the princely wage of $2 a week he soon was enabled to proceed on his way. The boy who found means to make his way at seventeen has succeeded in making his way ever since. During the past year he was elected by the general conference at Des Moines, Iowa, by 569 votes out of a total of 734 votes cast, a bishop of the Methodist Episcopal Church, the highest honor that can come to a minister of that faith. On Sunday, May 23, 1920, Matthew Wesley Clair, former dishwasher at the Hale House, was consecrated to that high and holy office, and he is now performing the duties of that exalted station. That black boy who had been so signally honored was never a wild, reckless lad. He was born at Union, in Monroe County, West Virginia, October 21, 1865.

FINANCING THE I. W. W.

The National Erectors' Association—a combination of wealthy employers formed for the purpose of crushing union labor—is assisting in financing the I. W. W.

This is one of the most significant revelations in the mass of amazing testimony submitted to the New York Legislative Committee which is probing corrupt combines in the building industry.

The charge was made by a representative of labor. The books of the National Erectors' Association, which had been seized by the committee, revealed the fact and the secretary of the association, testifying under oath, confirmed the accuracy of the entry.

The leaders of organized labor have known for years that the majority of the active members of the I. W. W. and the "One Big Union" were the paid emissaries of employers who were willing to expend vast sums to disrupt and discredit legitimate labor organizations. As a rule these creatures are employes of some one of the numerous private detective agencies which flourish all over the country. They deceive many honest men. Occasionally they induce one of their dupes to commit an overt act and then the newspapers are filled with blood-curdling tales about plots to establish the "dictatorship of the proletariat."

The leaders of labor have frequently warned the members of their organizations concerning the activities of these scoundrels, but it has not always been possible to secure the evidence which would justify more drastic action. It has been even more difficult to convince the public that employers would go so far in their opposition to organized labor as to finance organizations which preach revolution by force of arms.

We admit the thing seems unthinkable, but the fact is there. The evidence to support the charge has come from the employers themselves.

At the same time and from the same source we are furnished with information concerning the kind of men who are willing to do this vile work.

Among the witnesses who appeared before the New York committee was a "Captain" Foster, chief of the "Intelligence Service" of the National Erectors' Association. That means he is the association's superintendent of detectives and "under-cover" men, or spies.

He admitted, before he finally refused to answer further questions, that he was an ex-convict, that he had been dishonorably discharged from the Army, and that he had severed his connection with the police force of Louisville, Ky., because of charges of dishonesty.

Shocking? Yes, but the most serious thing about the situation is that scores of men of the Foster type—"under-cover men" of the private detective agencies—are at this moment operating throughout the country preaching hatred of American institutions, urging the substitution of force for reason in the adjustment of industrial disputes and endeavoring to undermine the workers' faith in existing labor organizations.

Is your own union infested with these "under-cover men?"—Editorial in Labor, Washington, D. C.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Gompers Invited to Mexico

President-elect Obregon and the State Department of Mexico both invited President Gompers to attend the Mexican presidential inauguration in Mexico City on November 30. It was impossible for the A. F. of L. executive to attend and he commissioned Luis N. Marones, former secretary of the Mexican Federation of Labor, to represent him.

This is probably the first time that the president of a labor movement has been invited by the chief executive of another country to attend his inauguration.

Answering the invitation of Dr. Hidalgo, of the Mexican State Department, President Gompers said:

"It is with sincere regret that I find myself so situated as to render it impossible for me to make the trip at this time. I hope to have the honor of meeting President Obregon and yourself during my contemplated visit to your city next January to attend the Pan-American Federation of Labor. In the meantime please convey to your distinguished chief my felicitations upon the auspicious occasion and my sincere hope that under his leadership peace, progress and prosperity may come to the full to the people and the Republic of Mexico."

President-elect Obregon then forwarded this telegram to President Gompers through Consul General De Negri:

"Citizen Alvaro Obregon, President-elect of Mexico, has especially commissioned me by telegraph to request you to grant us the honor and pleasure of your personal appearance in Mexico at the inauguration of his presidential term. I gladly state that it would be a high and true honor to have the president of the American Federation of Labor as the guest of the nation on such a solemn and transcendental occasion for us.

"In case it is not possible for you to accede, as I fear, by reason of the peremptory request, I beg to ask respectfully that you please name a representative the earliest date by wire, giving me his name. Wishing you health and all success, I send you my best regards."

The invitations to President Gompers are indicative of the standing of the American Federation of Labor south of the Rio Grande and is also an appreciation of President Gompers' opposition to American jingoes who have been crying for war with Mexico during the past several years.

Coal Owners Gouge; Profits Excessive

Testimony submitted to the United States Senate Committee on Reconstruction, at hearings in New York, showed that New England States and New York are each taxed $17,000,000 annually in excessive anthracite coal prices.

Coal prices were raised $1 and up to $1.60 a ton last April in "anticipation of wage increases to miners," which finally only cost the coal owners from 45 to 50 cents a ton.

Seven companies control about 75 to 80 per cent. of the entire hard coal output.

It was shown that wholesalers also juggle prices by selling to each other, taking $1 a ton profit. Most of this coal never changed hands, as the deals were "paper transactions."

W. H. Williams, vice-president of two large coal companies, testified that prices were increased $1.40 and $1.60 a ton last April "in anticipation of raises to miners," but he "could not remember" what the miners' wage advance had cost the company.

The witness said that the coal owners would be "$400,000 or $600,000 in the hole" if the miners got the additional increase of approximately 13 per cent. which they are now demanding.

"You mean you will be out that much on the net profits you are now getting?" remarked Senator Edge of New Jersey.

T. R. Schumaker, of the East Boston Coal Company, Kingston, Pa., "could not remember," when questioned, and was ordered to produce his books. He said his company's profit last year was only $2,400 and that he paid an income tax of $2,000.

"Sure about that," replied Senator Edge, adding, "Did you cheat yourself?"

"Kidding Ourselves" Says Business Paper

The American Contractor of Chicago, calls on business men to drop the cry of "government interference with business."

"Why not quit kidding ourselves?" asks this publication, which declares that "government interference with business is a very much overworked phrase and the inconsistency of some of those who make use of it would be ridiculous if general business conditions were less grave.

"The organized business of the country always favored government interference in business when that interference placed the people's money, taken through taxation, at the disposal of the business interests.

"If the Government can interfere with business and hand the railroads $600,000,000, and interfere with business to the extent of placing a billion dollars at the disposal of exporters when exporting is a real embarrassment to the nation, how silly and how selfish it is for business interests to come forward with the cry of 'government interference' when the Government attempts something in the interest of the average man and woman.

"When it is suggested that the Federal Postal Savings Bank should pay depositors 3 or 4 per cent. and lend the money accumulated in these banks to home builders at 5 per cent., what a howl against 'Government interference in business!'

"The farmers and the cotton growers are real angry because the Government refuses to interfere in business to the extent of taking care of both, and yet the farmer and the cotton grower is such a conservative individual, so thoroughly converted to 'private initiative' that if it were proposed to place the Government in control of the coal industry and deprive the robber barons of America of their power

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrbôter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade Uniâo dos Foguistas, Largo de Sâo Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The problem of unemployment is now the most pressing matter faced by the British Government. The latest government figures show 410,000 idle, more than half of whom are former soldiers. In London alone there are 100,000, of whom 64,000 are former soldiers, being mostly young men who had never worked before they joined the army and who are not skilled at any trade.

Wage increases totaling more than 600,000,000 crowns a year have been awarded to the State railway, post office and civil service workers by an extraordinary session of the Austrian cabinet, thus warding off a strike of 206,000 workers. In spite of this increase, the men will hardly be able to solve the problem of mounting living costs, since the cost of living has increased 43 times since the beginning of the war, while their incomes have risen only tenfold.

Japanese official statistics show that at the end of 1919, the Japanese merchant marine employed 327,600 seamen and petty officers and 41,592 masters, mates and engineers. However, the figures refer to the number of licenses issued and not to the actual number of men in active employment, which is much smaller than the statistics would show. It is believed that as many as two-thirds of the men registered as seamen are not actually employed afloat at present.

"It is very difficult to believe," says the British Citizen of London, England, "that at the present moment there is a strike in progress for the principle of collective bargaining and trade union recognition. But such is the fact. The strike is that of the Guild of Insurance Officials against the General Accident, Fire and Life Assurance Corporation, Ltd., and the object is to secure the right of the 'black-coated worker' to belong to his trade union. At this stage one is tempted to rub one's eyes to see that one is really awake and in the twentieth century rather than in the period before the flood. As antiquarians they may be interesting, but these officials must realize that antiquarian questions are best left to the realm of the academic. Their attitude is at least a half a century out of date, to put it very gently."

British weekly coal output has exceeded 5,000,000 tons for the first time in two years, according to returns received by the Foreign Information Service of the Bankers Trust Company, of New York. Production in the week of November 20, was 5,211,000 tons. There had been no previous weekly output reaching 5,000,000 tons since October, 1918. The higher tonnage is an indication that British miners have undertaken to justify wage increases granted in adjustment of the recent coal strike but conditional upon greater production. Increased production is of significant importance in Great Britain because of the relation of coal to British export trade. It has been estimated that coal exports normally amounted to one-tenth of the value and seven-tenths of the bulk of total British exports. In 1913, 94½ million tons of coal were exported. Because of decreased production coal exports in 1919 were 47½ million tons. The government has urged the raising of coal output to its pre-war rate to assist Great Britain financially through exports.

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STOCKTON: 6 N. California
SAN JOSE: 58 W. Santa Clara
SALEM: State and Commercial
PENDLETON: 755 Main St.
SPOKANE: Riverside & Post
LEWISTON: 521 Main St.
PORTLAND: 326 Washington
BELLINGHAM: Holly & Commercial
EUREKA: 210 F St.
ABERDEEN: Heron and H Sts.
OAKLAND: 1128 Broadway
FRESNO: Mariposa and J Sts.
SACRAMENTO: Tenth and K Sts.
BAKERSFIELD: 20th and Chester
EUGENE: 7th Ave. and Willamette
CENTRALIA: Salzer Block
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INFORMATION WANTED

Any one knowing the whereabouts of Martin Tuppits, a native of Easthonia, last heard of in Montevideo, South America, on board the Norwegian bark "Loto"; kindly communicate with his brother, John Tuppits, 58 Commercial street, San Francisco. 1-5-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing the whereabouts of Ander Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Sutter 4673. Residence Phone Prospect 2908.

INFORMATION WANTED

Peter Ronald, a native of Norway, age 56 years, injured while acting as a boatswain on board the S. S. "Ahala" on August 22, 1919, at Hartlepool, England. Anyone knowing his whereabouts will please communicate with S. B. Axtell, New York City. 12-8-20

DEMAND THE UNION LABEL

SAN FRANCISCO

Alaska Fishermen's Letter List

Bruno, Francisco	Naban, Sebriano
Boyd, Frank	Nilsson, Carl
Carlsen, A. G.	Olson, Gustave
Carlson, E.	Olander, Ed
Dalin, August	Osterman, John
Domenico, Palestini	Olsson, Carl G.
Groth, J.	Ome, Tobias
Gustavson, Emil	Perulnen, Jens
Hansen, Anton	Christian
Hanson, Emanuel	Petersen, Louis
Johansen, Carl	Paulsen, Axel
Johanson, Fritz	Pettson, W.
Jacobsen, F. C.	Parone, Sebastiano
Kristofferson, H. O.	Riise, W.
Kierdalen, Ole	Reed, Robert
Levele, Ed	Shivers, Dwitt
Leonard, Heber	Skoobu, Nils
Larsen, Theodore	Shultz, Walter
Murk, R.	Sebastiano, Powok
Mittenmeyer, Jan	Svensson, August
Mickelson, P.	Strickland, Geo.
McDonald, J. B.	Smith, R.
McNeil, David	Steffanetti, Louis
McVicar, Geo.	Tennison, Peter
McPherson, Donald	**Registered Letters**
Newton, A. B.	Rasmussen, P.
Nestor, Frank	Knudsen, Oscar
Nilsson, Karl	Meyer, Hans

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San Pedro, Los Angeles Waterfront, Cal.

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INFORMATION WANTED.

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Members of the S. S. "Brindilla" who failed to collect overtime due them in June, 1919, kindly communicate with the agent, P. McKillop, Firemen's Union, 513 Main street, Norfolk, Va. Vouchers are at hand for the following members:

T. Seltenrych	$20.80
J. Roseboom	20.80
A. Rodemaker	20.80
Jose Picon	20.80
B. Ramos	20.80
C. D. De Nimick	20.80
M. Sanchez	20.80

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Pacific Coast Marine

The four-topmast sailing schooner "North Bend" was launched at Coos Bay on December 27. Miss Lena Kruse, daughter of K. V. Kruse, the designer, christened the vessel. As soon as the masts are set the craft will go to the Bay Park sawmill dock and load a million feet of lumber for Callao, Peru. The craft is 220 feet over all, 43 feet beam, 14 feet depth of hold.

Collector of Customs John O. Davis of San Francisco has appointed ten additional customs guards, salary $100 a month, from the civil service lists to assist in putting a stop to the smuggling of liquor and drugs ashore from vessels from foreign shores. He asked for authority to employ twenty more guards, but word from the Treasury Department at Washington gave him but ten.

After being delayed for over two weeks on orders of the United States Government, the Mexican gunboat "Agua Prieta," in command of Captain A. C. Carter, sailed from San Francisco during the week for Guaymas. The vessel towed the motor-ship "Mayo" to the same port for the Mexican Government. The "Agua Prieta" was formerly the U. S S. "Machias" and was purchased through a broker from this country for the account of Mexico.

The steamer "Prentiss" was libeled by the Buehner Lumber Company of San Francisco in the United States courts at Los Angeles. The complainant asked that the "Prentiss" be sold and an award of $25,000 made in favor of the "Martha Buehner," which towed the "Prentiss" into port at San Pedro, after the latter had lost her propeller. The "Prentiss" now is in drydock. The "Prentiss" is said to be worth $75,000 and to have carried a cargo worth $150,000 at the time of the accident.

The Seattle Contract Company has purchased all the machinery, tools and equipment of the Ames Shipbuilding and Dry Dock Company and will begin at once to dismantle the plant. The Ames company will retain title to the land upon which the plant is located on West waterway. Reports have been circulated freely during the last two months that the Ames plant would be bought and kept in operation, probably by the Barde Steel Products Company, who have large shipping interests on the coast.

Plans of the Western Pacific for the development of its terminal properties adjoining Islais Creek, San Francisco, abandoned during the war, are now being revived, it became known during the week. The company has purchased seventy-five blocks of land adjoining its 350 acres of Islais Creek property for $100,000, according to deeds filed last week. It is said the company is preparing terminal facilities to care for the increased business which is expected as a result of purchase of the Denver and Rio Grande.

The Mitsu Bishi yard at Nagasaki, Japan, is reported to be building three liners of the "Katori Maru" type for the Nippon Yusen Kaisha. The new ships will be of 10,000 tons gross and 20,000 tons displacement. The Nippon Yusen Kaisha has abandoned its original plan of building ships of the "super Empress" class. The company also intends to place in the Seattle-Orient trade in 1921 the former Hamburg-South American liner "Cap Finisterre" of 14,503 gross tons. She has accommodations for 450 first, 400 second and 600 third-class passengers. She has little or no cargo space and is fitted to carry only stores, express, mail, baggage and passengers.

Sir Lewis Bayly, retired admiral of the British Royal Navy, and commander-in-chief of the British coast defenses during the war, arrived at San Francisco from the Orient on the Pacific Mail steamer "Ecuador," has been the guest of honor at several functions. The "Ecuador" was escorted in by a fleet of six United States destroyers which met the vessel at Farallon Islands. Accompanying Sir Lewis is Miss V. A. Voysey, his niece, a former resident of Hostess House, Queenstown, I reland. Sir Lewis, during the war, paid the highest tribute to the efficiency of the American Navy, when Admiral Sims reported to him for duty with his fleet of American destroyers. Admiral Bayly is the guest of Captain H. B. Price, at Yerba Buena Island, during his stay in San Francisco.

Captain Leb Curtiss, marine surveyor, has returned to San Francisco from Trinidad and reported that efforts to salve the United States Shipping Board freighter "Zaca" from the beach had been successful. The craft caught fire several months ago following a mysterious explosion in her engine room. Officers of the vessel were forced to beach the craft to quench the fire. Captain Pillsbury stated that an investigation showed that the vessel was badly damaged below decks in the vicinity of her engine rooms, but that the remainder of the freighter was not injured. The cargo of coal that the craft was transporting from Norfolk to the River Plate was removed and the vessel will be towed to an Atlantic shipyard for repairs. Captain Curtiss was sent to Trinidad by the Shipping Board to take charge of the salving of the "Zaca."

Poaching on the seal islands of Bering Sea has ceased and the animals are thriving and increasing. This is the report brought by Commander James H. Brown, who has just returned from passing the summer in charge of the Coast Guard's Alaska fleet. "Japan has joined the convention and the Japanese, who were the worst poachers, have virtually ceased their sealing in the Aleutian Islands," said Brown. "We did not see a single poaching vessel this year. Formerly, before Japan joined the sealing convention, Japanese vessels would lie outside the three-mile limit secure from molestation and bag all the seals they saw. In foggy weather, when they had a good chance, they would run in to land and take a lot of seals. We estimated this summer there are nearly 750,000 seals, and this number will perhaps be increased to 1,000,000 in a year. This year 30,000 of them were taken and skinned."

Captain A. B. Peterson, who was in command of the barkentine "Hesperian," died at sea, according to word received by the marine department of the San Francisco Chamber of Commerce. The "Hesperian" was spoken by the "Annie M. Reed," also owned by the Rolph Navigation Company, December 17. Both ships were bound for Antofagasta, the "Annie M. Reed" arriving there December 23, under Captain Durkee, who made the report. Captain Peterson's wife and two children are aboard the "Hesperian," according to the message. The cause of death was not given and there was nothing included in the messages passed between the ships as to whether or not there had been a burial at sea or not. The "Annie Reed" made a fast run to Antofagasta, making the trip in forty-four days. The "Hesperian" left Newcastle for the same port October 18, according to the records of the marine department of the Chamber of Commerce. Officials of the company at San Francisco said they had had no notification of the death of Captain Peterson until the "Annie Reed" made port and sent out the report.

Officials of the Nippon Yusen Kaisha at Seattle deny that their company has any intention of making Vancouver its principal port on the Pacific Coast, instead of Seattle. Statements published in other coast cities to the effect that, because of provisions of the Jones bill, Japan's oldest and largest steamship company was intending to make Vancouver its principal port, were denied in toto and branded as without any basis of fact. Within the last month the Port Commission has closed a contract with the Nippon Yusen Kaisha, granting them preferential lease for five years on side of Pier B, the recently completed pier, which is the largest in the world. The explanation for the appointment of B. W. Greer & Son, Ltd., as the company's agents at Vancouver, is that the company's steamers, both passenger and freight, will henceforth call at Vancouver at stated intervals. In the case of cargo vessels these will make Vancouver a port of call both inward and outward on their way to and from Seattle. In regard to passenger steamers the new arrangement is a rather complicated one. Inward most of them will call first at Victoria, B. C., to discharge passengers, going thence to Seattle, thence to Vancouver to load and unload freight, thence to Seattle for passengers and freight, and thence to Victoria for passengers.

With the arrival of the steamer "Creole State" at San Francisco about January 15 on her maiden trip for the Pacific Mail Oriental service the Shipping Board will test the plan of Admiral W. S. Benson for chartering these vessels on the bare boat charter, it was learned to-day in a dispatch from Washington. The twenty-three combination passenger and cargo steamers which are now under construction for the Shipping Board probably will be assigned according to the results shown by the Pacific Mail steamer "Creole State." Whether the bare boat charter will be adopted as the more desirable method of operation is now under consideration by the shipping companies to which these vessels have been allocated. Besides the "Creole State" the Shipping Board has allocated twelve passenger and cargo steamers to the Pacific Coast. Five of them are to be handled by the Pacific Mail and five by the Admiral Line, while the Matson Navigation Company has been assigned two. The "Creole State" will be put on the India run of the Pacific Mail to replace the "Colusa," which will be turned back to W. R. Grace & Co., the owners, when she arrives from Calcutta on the next trip. The experiment of the "Creole State" on her first voyage to the Orient may decide the question of operating the new vessels on the bare boat charter or continue to be handled by managing directors.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

International Seamen's Union of America

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(Continued on Page 11)

The Seamen's Journal

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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 5, 1921.

EDUCATION IN SEAMANSHIP.

The school recently established by the Sailors' Union of the Pacific to enable the younger members to perfect themselves in so-called marlin-spike seamanship has not had the expected attendance.

Andrew Furuseth, who was most active in urging the establishment of the school, is keenly disappointed that members have not taken more general advantage of the opportunity to perfect their education in this respect. In writing to the JOURNAL upon the subject he makes this timely and thought-compelling comment:

According to information just received our school is in full operation, but is not patronized as well as it ought to be. I presume our younger members think that if they can pass through the existing examination for licensed officers nothing additional will be required of them. I want to warn them most sincerely that they are very much mistaken. I have no doubt that the Steamboat Inspection Service and the Department of Commerce will provide examinations in practical seamanship for all those who wish to be officers. Moreover, I do not believe that it will be a very long period of time before this will be done. Their self-interest, if not the pride in their calling, should induce all our young men to take advantage of this opportunity to learn whatever they can while idle on shore.

The United States has earnestly set out to develop a Merchant Marine personnel of its own. This personnel is to compete in ocean transportation. To do this it must be skilled. In competition victory goes to the most skilled men. As Union men we made the promise to ourselves in our declaration of purposes that we were to work for the maintenance and development of a high standard of skill in seamanship. We will not be faithful to our promise unless we are willing to do whatever we can to redeem it.

A summary of the reasons and arguments which prompted the Union to establish the school seems to be apropos. Certain parts from Furuseth's "Second Message to Seamen" tell the whole story in very clear language.

In days gone by, while the shipowner was fully liable to the shipper and the passenger no laws were needed to assure efficient and sufficient manning. Self-interest stood guard to induce safety and the shipowner insisted upon the highest possible skill. Limitation of liability and insurance has altered this situation and the safety provided by custom must now be furnished by law.

In the deck department the able seaman was always the unit towards which the Boy worked, from which the Officer advanced.

The Boy who starts out to become a real seaman must be of good physique, have good eyes, good ears and a stout heart. When he comes on the vessel everything is new and strange. He is gradually being accustomed to his new surroundings, he is learning to stand on the platform that is never still, he is learning to walk, his body is gradually acquiring the sea-habit—he is getting sea-legs. He is doing such work as he can, assisting the able seaman or the ordinary seaman in the work on the vessel. When he has learned sufficiently, and it usually takes about one year, he becomes an Ordinary Seaman. As such he is learning more about the vessel under the continually shifting conditions. His sea-legs are being perfected. He is continuing to learn more and more about the vessel's gear, the names, what it is used for, and where it is found. In daylight or darkness he must be able to find it. He is learning to use the gear, to repair it, and where possible to replace it. As he becomes more skillful he becomes more useful and after about two years as ordinary seaman he becomes by virtue of his skill an "A. B."

The work required from him is such that he needs the physical development which is not usually reached before the age of nineteen and practically all countries make this age the minimum. He must now be so accustomed to the sea that he can stand on his feet in all kinds of weather without supporting himself by his hands, because he has other use for them. His body must have acquired the faculty of automatically so corresponding to the vessel's movements that he can stand on his feet, see with his eyes, hear with his ears, use his judgment, exercise his will and make his body obey. If he has not learned this and is yet alive, he has in probability but a short time to live. He must know the vessel, her appliances, her gear and the boats. He must be able to use, to repair and as far as possible to replace the gear and appliances and to lower and manage the boats. He must by this time have acquired so much of the traditions and lore of the sea that he has a full appreciation of his duty to his shipmates, the passengers, the ship, and her cargo.

Boatswain, boatswain's mate, and quartermasters are able seamen picked to perform more special work. These ratings are usually considered "petty officers" but they are in fact just able seamen—given a special rating.

The able seaman ought to sail as such for at least one year before he be permitted to present himself for examination as an officer. Having learned to know the ship, her gear and appliances and something about what the ship will do under her power, mechanical or sail, and feeling an ambition to become an officer he will go to a Navigation School to acquire the knowledge necessary to find his position by dead reckoning and astronomical observations. When he has passed through this entire procedure—from the day of the first trip as a boy—and has finally obtained a certificate to this effect from the U. S. Inspectors, then he is in fact an Officer.

Many young mariners, particularly those who commenced their career upon the sea during the late war, have not had the full opportunity to perfect themselves in all the fine points of the calling as outlined herein. Therefore the establishment of the school.

The school exists for the sole purpose of enabling young men to use self-help—to develop and perfect themselves in their chosen calling. Success or failure of the school depends upon attendance. The service rendered is free to members and it is earnestly hoped that this hint will be sufficient to arouse a livelier interest.

WAR APPROPRIATIONS

Congressman Mondell took the wild bull by the horns the other day when he declared, amid applause from the House, that we shall never be able to make adequate appropriations for internal improvements and other constructive government works unless we reduce the enormous total of the appropriations carried in the Army and Navy bills.

This year, the Republican floor leader pointed out, we have appropriated $845,000,000 directly for military and naval purposes, more than three times as much as in any pre-war year. "It is much more than we should appropriate for the coming fiscal year," he said, "and yet the War Department is asking us for $567,000,000 more."

Congressman Mondell criticized Secretary Baker for recruiting the army far beyond the number appropriated for by Congress and declared it was the duty of Congress to prevent the Secretary from squandering the people's money by creating deficiencies in violation of law. A deficiency of from sixty to a hundred millions in the War Department is an unwelcome Christmas gift from Secretary Baker to a Congress harassed by financial troubles and beset by a business community demanding tax reduction.

This action of the Secretary lends point to Congressman Mondell's demand that Congress cut the war appropriations, not only below the bloated estimates just submitted, but below the swollen figures of the present year, so that funds may be available for the constructive activities of the government. The Wyoming Representative who last spring strongly opposed universal military training because of its cost has cut out a large task for himself in trying to save anything for other government work, in face of the voracious demands for a still greater Army and Navy.

Reports just received from Japan tell of continued efforts to merge the forty-eight local seamen's organizations of that country into one central union. Owing to the dullness in shipping many Japanese seamen are out of work, yet a number of companies are again endeavoring to substitute Chinese for Japanese workers on vessels.

American shipbuilders broke the world's pre-war record of launchings during the fiscal year ending June 30, 1920, according to figures given in the annual report of the Commissioner of Navigation. American ships built and documented during the year aggregated 3,880,639 gross tons.

Always demand the Union Label!

A COSTLY PIER.

Canada in the next few years will spend millions of dollars to make Vancouver one of the leading ports on the Pacific Coast. A long program looking toward that end has been prepared and will be carried out as rapidly as circumstances will permit.

One of the first items in the program is the proposed Ballantyne Pier on Burrard Inlet. It is now reported that the contract for the steel and concrete work on this pier has been let at a figure in the neighborhood of $4,500,000. Accepted specifications indicate that it will equal in construction and equipment any pier on the continent, and will cost practically $3,000,000 without the sheds. The cost of the sheds may reach another $2,000,000, and the equipment is estimated at from $200,000 to $300,000. In addition are the excavation and fill, already commenced, calling for an expenditure of some $600,000 or $700,000. Work on the steel and concrete construction, however, can commence long before the excavation and fill are completed.

The Ballantyne Pier will be 1,206 feet long and 341 feet wide, with double tracks at the outer sides and four tracks through the center. The two-story sheds, four in number, will be 500 feet long by 110 feet wide. The entire structure is to be of reinforced concrete, built upon 7-foot cylindrical columns, which will be sunk to rock-bottom, in three rows around the entire pier.

Customs offices will be located at the entrance to the pier, inside the first shed. Only the latest improved handling devices will be used, such as unloading cranes, cargo chutes, elevators, escalators, etc. All the doors and sashes will be of steel, and wire-ribbed glass will be used for all windows. The pier will be 35 feet in height at the shore end, and 45 feet high at the extreme end. These figures refer to the height of the pier at low water, the average rise and fall of the tide being 13 feet. An idea of the size of the undertaking may be gathered from the statement that the pier will have ample dockage, storage space, and equipment to load or discharge four large vessels at one time.

That whaling in the Antarctic is a profession rather than an occupation is indicated by a recent report from England. A member of the British Merchant Service Guild complained recently about a vessel leaving a British port to engage in the whaling trade in the Antarctic Ocean. He stated that the two mates on this vessel were both of Norwegian nationality, and remarked that it was hard to see British ships carrying two alien officers while so many British officers were out of employment. The matter was therefore brought to the notice of the Marine Department of the Board of Trade, who stated in reply that under Section 78 of the Merchant Shipping Act, 1906, the vessel in question had been exempted from full compliance with the requirements of the law, on the ground that "no officers holding British certificates of competency and possessing the necessary experience of the whaling industry were available." Can it be possible that there is a scarcity of talent in so old a profession as whaling?

OLD vs. "NEW FORM" UNIONS

President Johnston of the International Association of Machinists Reviews Activities of Short Route Artists.

For the past few years the members of the trade union movement have been watching developmnts within the International Association of Machinists. It has not been infrequent that attention has been directed to this particular organization, but when this was done it always appeared to be for the purpose of bringing to the front a spirit of radicalism that seemed to hold sway. At the same time the hope was expressed that all would agree with what were supposed to be advanced ideas. While that organization has increased remarkably, still it has now been discovered that there are elements at work which would evidently take pleasure in destroying it.

President William H. Johnston, in his report to their convention, held recently in Rochester, New York, deemed it advisable to refer to this element, and his article is timely and refreshing.

President Johnson very nicely points out the failures of those organizations that have tried to progress with a different fundamental policy, and sounds a warning to the membership of the International Association of Machinists against the conducte of men in their ranks who have been advocating the One Big Union. The pertinent parts of President Johnston's report follow:

"I would be remiss in my duty if I failed to call attention to the efforts of our enemies to hinder and, if possible, disrupt our association, which has taken years to build up.

"There are many agencies at work, within as well as without the organization, seeking to create dissension and secession. Some of those who are most active profess to be radicals while in reality they are reactionaries. They criticise and condemn our form of organization, claiming that a more advanced form of organization is needed, and immediately proceed to destroy what has taken years of hard, earnest toil, effort and sacrifice to create. The apostles of destruction work incessantly in and out of season, seeking to undermine the existing labor movement, preaching what they claim to be a 'New Form' of organization, while the truth of the matter is the theory they expound is an old exploded one that has been tried again and again, and as often as tried, just so often has it failed.

"We have but to review the history of such organizations as the Knights of Labor, the American Railway Union, the Socialist Trade and Labor Alliance, the Industrial Workers of the World, the Workers' International Industrial Union, the American Federation of Railroad Workers, and lastly the One Big Union, to realize that all of them, without exception, have resulted in dividing rather than unifying the forces of labor; and although they have retarded, they have failed to stop the forward march of the labor movement; and in the last analysis represent reaction rather than progress.

"Most of the aforementioned organizations were reconized as 'industrial unions,' and came into being at a time when the trade union movement was weak. In fact, in many industries these so-called 'industrial unions' had a clear field, as many of the present trade and labor unions had not yet been organized. It seems logical, therefore, to assume that if their plan of organization was sound and more nearly met the needs of the working class, they would have multiplied and become the dominant organization. But history proves that the majority of these organizations have long since passed out of existence, while the few remaining are spending their time and energy seeking to destroy the bona fide organizations that have done so much to improve the condition of the workers.

"The so-called leaders of these rump organizations, while claiming to be class conscious, are playing the employers' game in that they succeed for a time in dividing the workers, and there is no doubt at times certain employing interests have secretly aided such organizations with the hope of so dividing the labor movement as to make it impotent.

"In their enthusiasm those who advocate the One Big Union idea think they have found a short cut to the emancipation of the working class from 'wage slavery,' and immediately they proceed to destroy existing organizations with the hope of building a more perfect union upon its ruins. While many of these men may be sincere, they are mistaken. The development of the labor movement will be along evolutionary lines rather than revolutionary. The fact that the trade unions are growing in strength, notwithstanding the disrupting tactics employed by our enemies, clearly indicates that the present day trade unions, with all their imperfections, more nearly meet the needs of the working people of our time than any form of organization previously tried."

Contract for the new Government drydock at Esquimalt has been let to P. L. Yall & Son, Montreal and Vancouver. Price is approximately $4,300,000. The dock will be 1150 by 120 feet.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Jan. 3, 1921.
Regular weekly meeting came to order at 7 p. m., J. V. Thompson presiding. Secretary reported shipping dull; members ashore plentiful. Members were again urged to attend the Sailors' Union Training School and perfect their knowledge on seamanship.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.
This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary p. t.

Vancouver, B. C., Dec. 27, 1920.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Dec. 27, 1920.
Shipping dull.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Dec. 27, 1920.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Dec. 27, 1920.
Shipping poor; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Dec. 27, 1920.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Dec. 27, 1920.
Shipping medium.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Dec. 20, 1920.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Dec. 30, 1920.
The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping dull. The report of the Quarterly Finance Committee finding stubs, bills, cash on hand and in banks correct was read and adopted.

EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Dec. 23, 1920.
Shipping dull, prospects uncertain. Ballotted on officers for the ensuing term.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Dec. 23, 1920.
Shipping very good; short of men.
FRANK MARTIN, Agent pro tem.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

William Francis Bastion, No. 1282, a native of Australia, age 38. Died at San Francisco, California, January 2, 1921.
Ernest Jensen, No. 1987, a native of Norway, age 34. Died at San Pedro, California, December 23, 1920.

The world's record for ocean crossings is probably held by Captain Arthur R. Mills. He has made 1068 crossings of the Atlantic for the American Line in forty-one years of service, steaming a total distance of 3,000,000 miles, equal to 128 times around the earth. He was decorated by France with the Legion of Honor.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

THE FIRST CONVENTION

(Continued from last week.)

Taking advantage of the presence in town of the leading spirits of the onward movement of the Seamen's Union, it was decided to wind up their valuable performances with a mass meeting of non-union seamen.

This meeting, which had been well advertised, was also well attended. It was held in "Union Hall," 38 Union street, Brooklyn, on Monday evening, December 11, 1895. The same hall is now the headquarters of Local No. 346, International Longshoremen's Association.

That meeting was a pronounced and memorable success from every point of view, and demonstrated beyond all possible palaver, or pinhead dispute, the revival influence and moral effect exerted upon the minds of seamen in general by the presence and performances of the convention in the port of New York.

Owing to the large number of speakers to be heard, all addresses were of necessity limited to fifteen minutes. After the meeting I spent a very busy session issuing probationary books to the mob of eager applicants which assembled around the secretary's table clamoring for admission to membership.

Thus in a joint appeal to the good-will and common sense of the unorganized seamen of the port, and the country, the stalwart delegations to the first annual convention of the I. S. U. of A. quietly separated and went their several ways in peace, their departure as silent and unobserved as their arrival had been unheralded and unannounced. And standing today beneath the grateful shade of their unselfish and devoted labors, the organized seamen of America, and of the world, can well declare with loud and reverent acclaim:

"Come see the Mighty Oaks from little acorns grown!"

And now I go down the line alone, the bruised and battered relic of a sad and bygone era, a vagrant man of hopeless habits and uncouth ways, sojourning perpetually in a land of strangers. Yet still a happy, irrepressible optomist, dwelling in a Doubting Castle, without come from or go to, kith or kindred, fireside or friends, I ever glory in the honored distinction of having been counted among the favored few who responded to the sonorous roll call of the first Seamen's Convention.

Most of my fellow conspirators have now passed beyond my ken. Mr. Furuseth, like the poor, "we have always with us," Mr. Buryeson gravitated to the Pacific coast some fifteen years ago and fetched a permanent anchorage there, and is probably better known amid the sunset of the Golden Gate than remembered among the turgid multitude on the Atlantic Threshold at present.

Oscar Benninger went to the Pacific coast in 1898, second mate of the S. S. "Brixom," and never returned. He told me before leaving New York that he intended going to the Klondike to seek "a fortune or a grave." I fear the grave must have been his fortune as well as his fate. In the summer of 1899 I received one poor little crumpled letter from Oscar, mailed from some God-forsaken No Man's Land in the Alaskan wilderness. He told me of his hardships (prospects he had none), and of how he had slept in a tent the previous winter with the temperature 50 degrees below zero. I never heard from him again; as I know I certainly should had he been living. For a more faithful and loyal friend, or a more staunch and devoted Union seaman never lived than Comrade Oscar Benninger, of Fort Hamilton. Peace to his memory.

For some years Comrade George Noonan continued to conduct the business affairs of the Seamen's Union at Vancouver, B. C., and he contributed a breezy and amusing weekly column to the COAST SEAMEN'S JOURNAL at the same time.

But eventually his contributions to the JOURNAL and his communications to the Atlantic coast ceased about simultaneously, and I have heard nothing of him since.

Tom Elderkin and Dan Robertson both finally retired from the councils of the International Seamen's Union to engage in private affairs, and they have likewise passed trucks down below my horizon and disappeared from view.

But still I remain an animate fossil on the everlasting job. A time-honored and aimless vagabond, acknowledged by common consent the most inveterate beachcomber and irrepressible scalawag on the Atlantic coast for the last twenty years. But who shall venture or pretend to pass supreme judgment on the vagrant ways of a sinful old sailor, or hold his valiant spirit in contempt!

The aimless, shiftless, vagabond ways of the old confirmed windjammer were far beyond the possibility of human estimate or social appreciation.

His personality combined in a mysterious degree the courage of a lion, the timidity of a child and the faith of a saint, with the boldness of a warrior, the devotion of a martyr and the heart of a dog. And it was by the heroic self-sacrifice, unfaltering devotion and sublime faith of such wayward, but unflinching, true-hearted, lofty minded seamen that the International Union owes its birth, its present popularity and world-wide success.

Comrades: As you assemble for the twenty-fourth annual convention of the Unions of our craft, the great city will no doubt accord to you the customary honors, of speechmaking, banqueting and public acclaim, and a hundred thousand organized seamen on the Atlantic and Gulf coasts will greet you with a hundred thousand tumultuous welcomes; but, still, in memory of another and far-away day, and in the sanctified names of a few hundred devoted and kindred souls, the founders and fervent forerunners of the multiplied thousands you now so proudly represent, kindly accept my humble salutation likewise.

No greater honor could any man crave than to have been personally identified with that noble and devoted band of true-hearted founders and loyal comrades: The old Atlantic Coast Seamen's Union. To serve them was a distinguished privilege; to have served and suffered with them is an unmitigated honor.

Comrades, in their name, I salute you!

Fraternally,

JAMES H. WILLIAMS.

THE DOCILE CHINEE AGAIN

In a recent number of the JOURNAL we reported the fracas which occurred on the Mississippi River, near New Orleans, when the Chinese crew of a British ship rushed the guards in an attempt to get ashore, allee samee Melican man.

In that case, it was reported, eleven Mongolians were shot, several of them killed. A similar case occurred in New York harbor on December 14th.

In this case the Chinese crew of the Japanese steamship "Washington Maru," having been enticed by glowing descriptions of the attractions and allurements of Chatham Square, brought on board by some of their landed compatriots, revolted and took charge. Arming themselves with iron bars and such other articles of hardware as came to hand, the rebellious mutineers rushed the gangway and, after forcibly disposing of Mister Wong Tong, the chief officer, they swarmed over the side and went helbent up the street, a howling, fanatic mob.

There were thirty-five coolies in the frantic mob, all eager for jobs in laundries and chop suey joints, and all these exciting doings, we should explain, took place at Tomkinsville, Staten Island, where the "Washington Maru" lay at the American Dock Terminal.

Upon reaching the dock the wild-eyed mutineers made a grand rush for the Rapid Transit station which connects by rail with the New York ferries at St. George. A telephone call was sent in, however, to Captain Quick, of the Stapleton police force—pretty good name for a cop, if he lives up to it—and that rapid-fire official greeted the deserters at the station with a whole battalion of his finest and gave them a rousing reception.

Yielding at length to the persuasive influence of well-handled night sticks and revolver butts, the bewildered Orientals finally conceded that clubs were trumps and were escorted back to their ship in state.

The "Washington Maru" sailed before we had time to interview her crew and learn how they enjoyed their brief outing, but judging from all accounts to hand, no pains were spared in their behalf to make their visit a memorable incident, among the denizens of Tyfooshang. J. H. W.

Mr. Armand Duros, late chief steward S. S. Cuttyhunk, died in the John Sealy Hospital, Galveston, December 14, 1920. Mr. Duros came to the United States at the age of 17 from France. He is survived by his wife, Mrs. Lou Duros, of Kansas City, also by two sisters and two brothers, who reside in France.

COOLIE COMPETITION

The complaint of three Lascar firemen, made before the Municipal Court in the city of New York, charging the master of the British steamship "Manica" of flim-flamming them into a fictitious agreement on fradulent shipping articles, and then swindling them out of their wages, barefaced, is causing considerable discussion in local waterfront circles as being a new subject.

Yes, the subject is new, but built on an old bottom. It began several thousand years ago when old Esau came famishing out of the forest and was induced to sell his birthright (to a Jew) for a paltry mess of pottage to ward off impending starvation. It has been repeated in thousands of instances since then, especially among unfortunate seamen, ignorant of certain languages or local conditions, and in desperate need of food to sustain life, or employment to obtain food, which means the same.

Buncoing a few unsophisticated, half-starved coolies is nothing new, nor is it in any way difficult, singular or strange. John D. Rockefeller, Elihu Root or Judge Gary, placed in the same deplorable predicament, could all be buncoed just as easily as three unfortunate coolies, for necessity knows no law, and "what will a man take in exchange for his life?"

There is no institution in this world that can compete with a British ship in starving and otherwise reducing a seaman to the last extremity and then keeping him there. And in the fulminating process of this ancient and patriotic process British consuls can always be depended upon to lend their lordly superiors a willing and helping hand.

Statement of Facts

The facts in this case, which we copy verbatim from the record of the proceedings before the Municipal Court, as submitted by Attorney Silas B. Axtell, are as follows:

"The plaintiffs, three East India, or Hindu seamen, were originally members of the crew of some other ship. They had left the other ship in the port of New York about a month prior to their engagement on the S. S. 'Manica.'

"They were stopping in a boarding house at No. 19 West street, and on the day articles were signed or taken out they went with eight other men to the British consul's office, No. 25 South street" (The Church Seamen's (?) Institute), "touched a pen which was held by the consul's clerk, walked out, and went aboard the ship and worked for nearly five months, making a voyage from New York to various ports in the Mediterranean and back. On arrival in New York the other members of the crew who had signed when they did were paid, receiving the port wages of $85 for seamen, or deck hands, and $90 for firemen. These three men were firemen. They asked for their money and were told they were signed on to be paid off in Calcutta in January [1921], at 23 rupees per month.

"They asked for their wages at $90 per month and were refused. They then left the ship. Presumably the British consul had logged them as deserters.

"At the trial the three Hindus testified that they were told by the captain and consul's clerk, in so far as they were told anything, and by other seamen who were in the room when the articles were signed, that they were to get $90 per month the same as the rest. This statement was corroborated by Mohammed Abdu, a reputable Arabian boarding-house keeper on West street; and by Ishmael Ali, another Arab, who signed and made the same trip as fireman at $90 a month. Ishmael Ali could understand the language of the plaintiffs, asd did tell them, he says, pursuant to the instructions of the captain, J. A. Mordue, that they were to get $90 per month the same as the others.

"The British consular clerk, Hicks, testified that the seamen signed, or put their hand to the pen which the clerk made a mark on a written agreement, which called for wages at 23 rupees per month, and the discharge of the said seamen in the port of Calcutta, in January, 1921.

"The articles of agreement were signed on May 29, 1920, if they were signed.

"The voyage ended in November. The verdict of the jury was for the net amount admittedly due the men at $90 per month; if there was anything due them more than the 23 rupees, or $7.50 per month.

"I am certain that the court's recollection of the facts is quite as distinct as my own. The questions of fact as submitted to the jury were:

"First—Were the articles explained to the seamen as required by the Maritime Law as indicated by statutes of the United States and Great Britain?

"Second—Were the seamen induced to sign articles by fraudulent representations?

"In passing I would mention the fact that the articles, which the captain claims the men signed, were originally the articles of another ship, that the name had been changed, and that defendant's counsel failed to show that this transfer of shipping articles was in any way authorized. It was stipulated between counsel that the laws of Great Britain could be proven and used by either side by reference to Maclachlan's Merchant Shipping."

Such are the facts as stated in the appeal of Altobali, Anser Ali and Nizir Mahmed vs. Captain J. A. Mordue and Ellerman & Bucknal Steamship Company, Ltd., as submitted by counsel to the Municipal Court of the City of New York.

The jury upheld the contentions of the plaintiffs, as any honorable jury would, and ordered them to be paid in full at the rate of wages prevailing at the time they signed. Counsel for the defendants, however, have moved to have the judgment set aside, as is already indicated. Such are the usual tactics in such cases, and need not disturb us much. Those old sea swindlers would kick if they were hanging, as most of them deserve to be.

The only thing that concerns us in this connection, and the one item that should interest and arouse American citizens of all grades most at this particular juncture in Maritime history, is this: To what extent, and to what degree are these flim-flamming practices being secretly conducted in the seclusion of foreign consulates within the United States, with the sinister, deliberate design of driving the American Merchant Marine again from the seas?

This case includes a national, and international significance far deeper and more serious than the mere question of seamen's wages, or the alleged right of any man to work for whom and what he pleases, irrespective of the rights and wellbeing of thousands of other men. We are not inclined in this instance to indulge in an academic dissertation on the Rights of Man, but we would humbly submit in passing, as a friendly reminder, that every human Right has its ultimate limitations; that it ceases to be a "Right" when it becomes a national danger or a public nuisance.

The Sunday papers are constantly horrifying us with illustrated details of the deplorable, and shocking conditions now prevailing in India; and the even more distressful conditions prevailing in China where 20,000,000 miserable inhabitants are said to be starving. Shall we then, as a remedy for these alleged afflictions, permit foreign governments to perniciously and deliberately inflict the selfsame conditions upon the people of the United States in the interests of their own national commerce?

If there is any sane citizen of the United States who is eager to work for $7.50 per month, and keep it up for five months, we should like to get his number so that we can report him to the coroner after he gets through, if not a good while before.

A Soviet envoy, so we understand, is about to be deported for seeking to undermine the principles of American stability. If this is true, then why not also deport foreign consuls found guilty of conniving with their nationals for the overthrow of American living conditions, and the ultimate establishment of Coolie conditions in the United States?

The British Government and its subsidized shipowners have been banking upon the exploitation of Hindoo slavery for generations, and upon that policy has their, so-called, "supremacy of the sea" been largely founded. To our personal and sorrowful knowledge, they were exploiting it for all it was worth to the Maritime disadvantage of other nations, as well as against the United States, more than thirty years ago. And now they are evidently secretly employing it in their insidious designs to undermine the basic principles of the La Follette Law.

As between the national advantages of well paid, well fed, independent, upstanding American seamen in American ships, or cringing, crawling, rice fed, commercially subdued coolies in foreign ships, we can safely leave American sentiment and common sense to choose. But since the permanence and success of the American Merchant Marine depends in greater measure upon the exact and equable enforcement of the La Follette Law in the present crisis, regardless of national distinctions, than upon any other great factor, we would respectfully petition the Court in the above cited case to manifest its patriotism by fulfilling its solemn duty to seamen and to the country, by upholding the law.

J. H. W.

In Hungary the women do not vote until they are twenty-four, and then only if they can read and write.

OUR WASHINGTON LETTER.

(By Laurence Todd)

Poindexter's industrial slavery bill, passed by the Senate on December 17, will be reconsidered and killed without getting into the House at all.

This is the consensus of opinion among labor officials who have been canvassing the Senators since the trick was first turned. Andrew Furuseth of the Seamen, when he discovered that Section 2 of the bill has the effect of reducing sailors to involuntary servitude—repealing essential parts of the Seamen's Act, began a campaign in the Senate office building that has completed the work done by the railroad labor organizations and the progressives in and out of Congress. The La Follette motion, to reconsider the vote by which this bill was passed, will be adopted when it comes up, and Poindexter will be beaten.

As the law now stands, an agent of the Seamen's Union can go aboard a foreign ship in any of our ports and can urge the crew to quit their employment—at the low foreign rate of pay—and go ashore, after which they can quickly secure new employment on foreign or American ships at the American wage. But when ten years' imprisonment and $10,000 fine is held over his head, the business agent will think twice before trying to induce the Lascar or Portuguese crew to better their condition and thereby to equalize labor costs between foreign and American shipping.

Senator Smoot, Old Guard floor leader in the Senate (Lodge holds the title, but Smoot does the work) saw the point when Furuseth showed it to him in the bill. He said he would vote to reconsider. Presumably he will swing the Republican majority without any serious trouble. They have enough difficulties in hand right now, without adding more.

Poindexter, when he was approached, refused to budge an inch. He wants to make strikes impossible, and he knows that unless the labor movement is smashed his political career is ended. Furuseth has served notice upon him that if he wants a fight he shall have it, and that the only amendment which organized labor will consider will be one striking out the enacting clause. There can be no compromise.

The Senate, by the way, chose the same day—December 17—that it slipped this industrial servitude measure through, to pass the Esch bill which permits the railroad companies for one year to loot the public on the cost-plus plan, in the matter of all supplies and repairs and maintenance work. That is, they are given permission to form dummy companies, as was the case with the looting of the New Haven and other roads, which shall enable the "insiders" in the railroad companies to milk these roads by extravagant payment for locomotives, cars, repairs, materials of all kinds and even the work of keeping the property in order. They will now proceed, unless the President vetoes the bill, to lease out their shops to these interlocked or dummy companies, which will refuse to pay the wages awarded by the Railroad Labor Board or to abide by the National Agreement as to working conditions and adjustment of disputes.

Repair work on rolling stock, the records obtained by the shop crafts show, costs only about 60 per cent. as much when done direct by the railroads as when let out on contract. New York Central locomotives were an instance. Twenty-seven of them were repaired in contract shops at from $16,300 to $17,000 each, with $500 more for freight on each one sent to the shop. The company's own shops estimated that they could do the work for $12,500 per locomotive.

Contracts already made by the Burlington, the Ann Arbor and other roads call for payment of the whole labor cost, plus 100 to 125 per cent. as "overhead," plus 15 to 25 per cent. on the total of these sums. In one case the contract shop gets all scrap material, and in another case the contractor receives 15 per cent. on the value of the material for handling.

These extravagant and grafting charges are borne by the public, of course, and the "insiders" in the Baldwin and other shops get the money. Now the roads will be permitted to lease their own shops and their own maintenance equipment to the "insiders," so that the grab may become wholesale and absolute.

Labor is interested, first of all, because the scheme is designed to break the unions in the shop and maintenance departments of the railroad industry. But it is interested almost as much because the wasteful method now adopted by the companies means the further deterioration of the whole transportation service, with unemployment and industrial chaos as its logical results. When business goes mad, labor is the first victim. Intelligent leadership in the railroad unions is making a desperate effort to convince President Wilson that the companies must not be permitted to commit suicide in this way. When the railroads go down they will pull with them a great part of the industrial structure of the nation.

On the other hand, it is perfectly clear that great numbers of wage workers will meet oppression and extravagance on the part of the private companies with resentment. Their resentment will be reflected in continual trouble in the shops and in the maintenance service. Men driven unwillingly to work never have produced at a high rate.

Even the Old Guard Senators begin to perceive that the warfare against labor is going too far—that their special-privilege group may suffer from its effects. Senator Freylinghuysen of New Jersey, speaking as a friend of President-elect Harding, warned the employers that "Nothing can be more short-sighted than the present tendency . . . to make war on the labor unions under the guise of a movement for the 'open shop,' which means a shop closed to union organization." On the other hand, he denounces the "radical" labor organizations, and suggests that "If through the power of combination any set of men should prevent the people from having fuel or transportation, if in order to enforce the demands which an impartial tribunal created by the Government believes unfair they imperil the safety and existence of the people at large and make starvation and freezing imminent, then the full power of the Government should be exercised to prevent them, or the Government is a failure."

While reports continue that John I. Nolan of the Molders is to be Secretary of Labor in the new Cabinet, Freylinghuysen says that "The Department should not be conducted as an adjunct to the American Federation of Labor, nor as a vehicle for the views of those who favor non-union labor entirely." Moreover, he urges that the Department be reorganized "and socialism eliminated." As to radical immigrants, he declares that "no altruistic spirit should lead us to admit those who are bent on changing our form of government at the first opportunity." In short we must admit only such immigrants as are certain to become members of the Republican or Democratic parties. Hence the Secretary of Labor, who has charge of immigration matters, must be strongly anti-radical.

President Gompers of the A. F. of L. made a strong plea before the Senate Judiciary Committee on Wednesday for the release of all the political prisoners. He said that he himself had been strongly pacifist until the war approached America, and he could conceive of his having failed to "see the light," and of his having continued to oppose all war. If he had then been locked up, he argued, he certainly should have been liberated when the emergency was past. Otherwise the fundamental liberties of America had been violated, and Americanism had lost much of its value. He added the suggestion that the nation-wide disaster of unemployment "sets an interrogation point after every claim of civilization," and makes the existence of political prisoners the more serious a cause of industrial and social unrest.

Mr. Gompers is about to start for Mexico City, where he will preside at the Third Pan-American Labor Congress, which opens its sessions January 10. One of the resolutions likely to be brought up at the start of the congress and adopted without dissent will call upon President-elect Harding to withdraw American armed forces from Santo Domingo and permit that republic to resume its own government. Two Santo Dominican delegates to the Mexico City congress of labor are now in Washington. Fourteen republics will be represented in the gathering.

U. S. GOODS CHEAPER

Just when certain employers are preparing to chorus that high wages in this country make it impossible to compete with Europe, along comes a Frenchman and discords the chant. The offender is J. A. M. de Sanchez of the French commission in the United States, who writes on the opportunities for American goods in the French market. He says:

"A list of 21 articles were made (all of which are produced in England, Belgium, Italy and the United States) and the comparative prices in francs f. o. b. Paris was obtained. It was found that the average prices of the American products were lower than those of Belgium and England, for the same products, and only about 3 per cent. higher than those of Italy. It was further found, with the exception of two of the products, the quality of the American goods was at least 10 per cent. higher than those of the other three countries."

THE WORLD'S DEBT

The National City Bank of New York states that the national debts of the world now approximate $265,000,000,000 as against $44,000,000,000 at the beginning of the great war. Interest charges are now $9,000,000,000 per annum as against about $1,750,000,000 in 1913. Per capita indebtedness has increased approximately from $27 to $150 during this time.

Analyzing this national world debt, Mr. O. P. Austin, statistician for the bank, points out that the chief increase is in the debts of a dozen countries and colonies participating in the war.

The aggregate debts of the European countries as a whole grew from $32,000,000,000 at the beginning of the war to $184,000,000,000 at the date the armistice was signed, and to $223,000,000,000 at the latest available date. The national debts of North America, including the United States and Canada, grew from $2,155,000,000 at the beginning of the war to $27,000,000,000 at the date the armistice was signed, and $29,946,000,000 at the present time, while those of South America, Asia, Africa, and Oceanica combined increased from $8,500,000,000 in 1913 to $12,750,000,000 in 1919. In round figures $220,000,000,000 has been added to the world's national indebtedness since the European war started and $200,000,000,000, or more than nine-tenths was created by the seven great countries participating in the war—Great Britain, France, Russia, the United States, Italy, Germany and Austria-Hungary.

Mr. Austin calls attention to the fact that part of this "appalling" increase in the national indebtedness is attributable to inflation due to the enormous issues of paper currency. It accounts, however, for only a small fraction of the total increase.

The debts of the newly-created nations cannot be stated since the figures have not been prepared. The discussion of national debts is not accurate, however, nor exact without recognizing the existing tremendous inflation. Thus three years or so ago, the wealth of the United States was estimated at $250,000,000,000. By assuming that the purchasing power of the dollar has shrunk to 50 cents, Representative Ackerman recently estimated our national wealth at $500,000,000,000, which would reduce our national debt to 4.9 per cent. of our national wealth, while Austria-Hungary's debt is twenty-six times its national wealth, or 2,600 per cent. thereof. Germany's national debt is more than three times its estimated national wealth, or 3,125 of the national wealth.

It is not inappropriate to remember that the Allies have talked of compelling Germany to pay an indemnity 50 per cent. greater than her present national wealth, and even to-day some of them seriously discuss making her pay an indemnity equal to her estimated wealth. The figures on the world's national debts show that any talk of extremely high indemnities to be exacted from Germany, Austria-Hungary, Turkey, or any of the other nations with which we were at war is utter folly.

The essential thing to be done is to secure recognition by the nations of the world, that regardless of the apparent responsibility for starting the world war, the world, the United States included, is threatened with an absolute breakdown of the machinery for production and transportation which we have developed. This machinery is faulty, but capable of continuous improvement through evolution until it can function legitimately and to the advantage of the workers of all classes in every country of the world. To make it so function is the task to which a real League of Peoples of the world should devote its first and best efforts.

WEEKLY NEWS LETTER.

(Continued from Page 3)

to exploit and profiteer, they would turn down the proposition cold.

"We are a wonderful people! We are a lot of other things, but we don't believe in government interference with business except when we can make something at the Government's expense."

"Service Is Wanted," Justice Secondary

The Philadelphia Public Ledger declares that the public wants service and cheap goods, and that anyone who gets in the way of this demand will be flattened out.

The editorial is a blunt defense of "can't-strike" laws and no time is wasted on the claim that "the public will insist on justice," which is usually made by anti-strike advocates.

"The American people want service and goods—better, swifter, cheaper service and better, more plentiful and, hence, cheaper goods," says this publication. "Any men or set of men, be they capitalists, managers, workers or labor leaders who deliberately get in the way of this popular demand had far better put themselves in the path of the heaviest 'flier' on the Pennsylvania railroad."

The editor says workers must make out a strong case if the public is to respond—but workers must not inconvenience the public.

Between the lines is the inference that the public will not interest itself in the wrongs of workers unless they take such action that will force the public to move.

After declaring that cheapness and not justice must be the standard in production the editor makes this significant statement:

"Unionism is the sole bulwark against a revolution-breeding tyranny of frequently soulless capital" and "it is the typical American shield from the insanity of Bolshevism."

The editorial illustrates a man's attempt to have his cake and eat it.

'Rah for "Democracy."

"The supreme test of democracy" is the way one feverish press agent refers to the company "union" of the Riverside and Dan River (Va.) cotton corporation.

This "union" is organized along lines similar to the Federal Government. The house has 184 members, elected by the wage earners. The senate has 84 members, who are appointed. They are overseers and foremen. The cabinet, which has the power to veto any action by the house and senate, is composed of six officials of the company, headed by President Fitzgerald.

Under this system the workers may instruct their representatives in the house to take certain action. The measure must then run the gauntlet of small bosses in the senate and, if successful, then receive the approval of the company officials.

International Seamen's Union of America

(Continued from Page 5)

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Labor News

Building trade unions and contractors in Denver have agreed to continue the 1920 wage rate during 1921. These workers are strongly organized, hence the absence of wage reduction talk.

The International Ladies' Garment Workers' Union has joined the list of international organizations that own their own homes. The garment workers have purchased a four-story building in New York City for $55,000 and will expend $50,000 in fitting it for the various activities of this organization.

Organized miners of Illinois have invested $125,000 in the Central States Co-operative Wholesale Society. The society retails to the numerous co-operative stores in Illinois and adjacent States. Its volume of business annually totals millions of dollars. The headquarters of the society is at East St. Louis, Ill., where it owns large warehouses, side tracks and other equipment.

The United States Supreme Court has upheld lower Federal courts in quashing indictments against several members of the mob that deported 1,150 workers from Bisbee, Arizona, in July, 1917. The Federal courts held that the indictments interfered with the police powers of Arizona and that Federal statutes did not apply. Arizona courts have dismissed indictments against the mobbers and the Supreme Court's decision closes Federal courts to the victims.

A wage reduction of 35 per cent. for its unorganized employes is announced by the Wolverine Brass Company of Grand Rapids, Mich. The company justifies its act by the claim that the price of lumber and pork has been reduced. The workers agree that the price paid to farmers for their pork has been reduced, but retailers seem to be unaware of this fact. The workers ask the company if its reference to lumber implies that they shall eat sawdust the coming winter.

In urging higher wage standards for employes of the forest service, Chief Forester Greeley says, in his annual report, that resignations last year have threatened to demoralize the service. "The real injury from low salaries is not to employes of the government, who can take care of themselves by seeking other positions but to the Government itself." The report states that capable woodsmen can no longer be secured at pre-war rates, and that filling their places with unseasoned men may be responsible for fire losses greater than the cost of capable men.

The recent announcement by officials of the Boot and Shoe Workers' Union that wage reductions would be resisted, and that manufacturers have other ways to economize, recalls a report on the price of shoes made last year by the Federal Trade Commission. In a report to Congress the commission stated that the larger packers control the hide supply and have taken excessive profits and passed increased costs to subsequent steps in manufacture and distribution; that the tanner has taken exceptional profits; that the manufacturer of shoes has taken unusual margins, and that the price charged by the retailer is not justifiable, each factor in the industry adding to the burden he had to bear before he passed it on to the next

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TERMS ARE REASONABLE

Rights and Duties of Merchant Seamen

SEAMEN, have you got a copy of Axtell's new book, "Rights and Duties of Merchant Seamen"? It deals with income tax, how to become a citizen, contains a complete digest of the Constitution of the United States and amendments, the famous Thirteenth Amendment, declaring that men shall not be compelled to do involuntary servitude under the laws of the United States; a history of the great fight made by organized seamen of America for liberty, how that liberty was obtained and is now expressed in our statutes and is buttressed by the foundation of our Government itself, the Constitution of the United States. This book contains a complete digest of the Constitution of the United States. It contains a complete digest of the Statute of the United States pertaining to seamen, officers, consuls and owners, their rights and duties to themselves and to each other; the subject of wages, overtime, salvage, personal injury, discharge in foreign ports, wrongful and proper; questions of discipline; rights and duties of consuls are fully set forth in this little volume of one hundred pages.

The actual cost of publication is 65c. The price is $1.00 in single copies. In orders of ten, a discount of 10% is allowed. In lots of twenty 20% is allowed, in lots of twenty-five 25% discount, in lots of one hundred 30% discount. In other words, in lots of one hundred there is 5% to cover cost of shipment.

The author, Silas B. Axtell, Attorney for the International Seamen's Union of America, in nine fights before the Supreme Court of the United States to enforce the Seamen's Act, Attorney for the Seamen's, Firemen's and Cooks' organizations in innumerable legal battles, is the leading authority on the law pertaining to seamen.

There are only 2000 copies of this book to be disposed of. They are going at the rate of 250 per week by mail order alone.

This is what Harry Olsen, who initiated Mr. Axtell into the Sailors' Union of the Pacific before he went on board the "West Calumb" as ordinary seaman in September, 1919, says:

> "Your book, 'Rights and Duties of Merchant Seamen,' ought to be in the hands of every seaman. Knowing the law would settle a good many disputes which now arise. I will do my best to further the sale of the book and to start with I enclose P. O. Money Order for $20.00 for which kindly forward twenty books as soon as you can."

The following is quoted from a letter just received from Frank Manning, an American Seaman, who met with a serious accident on board an American ship. After stating the facts in his case and asking for assistance and advice, he says:

> "Orunds Hospital, Copenhagen, Denmark, October 27, 1920.
>
> "As I am not up in the Maritime Law whatever and do not pretend to know the least thing about it, it is no good for me to get into any arguments over here with these people because an uneducated person cannot cope with them. Well, Mr. Axtell, hoping to hear from you and hoping this finds you in good health, I am
>
> "Respectfully yours,
>
> FRANK MANNING,
> Copenhagen, Denmark."

Every seaman should have one of these books, "Rights and Duties of Merchant Seamen."

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Best Line of Men's Suits Overcoats, Raincoats, Shoes, Hats and Men's Furnishings
CARL SCHERMER
103-107 First Avenue South
Near Yesler Way SEATTLE

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ABERDEEN, WASH.

Seamen's Outfitters
C. P. Salmi & Co.
Men's Furnishings
Shoes, Hats and Oiled Clothing
411 EAST HERON STREET
ABERDEEN, WASH.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF
UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS
A. M. BENDETSON
321 East Heron Street - - Aberdeen
Exclusive Owner of "The Red Front"

A. A. Star Transfer

Successor to CHRIS PETERSON
EXPRESS—BAGGAGE
AUGUST WALLIN, Prop.
Retired Member Sailors' Union
ABERDEEN, WASH.

HUOTARI & CO.

GENERAL MERCHANDISE and MEN'S FURNISHINGS
EVERYTHING GUARANTEED
UNION MADE GOODS
Orders taken for Made-to-Measure Clothing
HUOTARI & CO.
Heron and F Sts., Aberdeen, Wash.
1st and Commercial Sts., Raymond, Wash.

Phone 263
"Niels and Charlie"
"THE ROYAL"
"THE SAILORS' REST"
Cigars, Tobaccos and Soft Drinks
219 EIGHTH ST., HOQUIAM, WASH.

UNION LABEL
SEAMEN'S OUTFITTERS
NYMAN BROS.
Bee Hive Store
Men's Furnishings, Hickory Shirts, Hats, Oil Clothing.
Home of the Union Made Co-operative Shoe.
302 So. F Street, ABERDEEN, Wash.
on the Water Front.

INFORMATION WANTED

Any one knowing the whereabouts of John B. Isaacs will please notify Chas. F. Bullock, Marine Cooks' and Stewards' Association, 321 Twentieth street, Galveston, Texas. Matter of great importance. 3-31-20

Portland, Or., Letter List

Adams, Hugo
Ahlstrom, Killan F.
Ahlstrom, Ellis
Ahren, Wm.
Allen, W.
Allison, Benjamin
Amundsen, Albert
Andersson, Axel
Anderson, J. A.
Anderson, Ed.
Andersson, Bill
Anderson, Herman
Anderson, Carl E.
Austin, Ed.
Amundsen, Ben
Alakaihn, Moses
Allen, I. J.
Alsic, Karl
Austin, Melvin
Backman, Peter
Baker, Eddie
Benton, G. W.
Bieler, Ben
Blake, Frank
Bohm, Franz
Carr, B.
Carmelie, Guiseppe
Custer, Kenneth R.
Danilson, Albin
Darlington, Wm.
Dikkensen, S.
Diez, H.
Doehring, Otto
Dooly, Frank E.
Douglas, Joseph
Durett, J. E.
Fisher, Chas.
Erickson, J.
Erickson, Hans E.
Ellegard, M.
Engler, S. H.
Forsberg, Swen S.
Fugman, Arthur
Gallery, Russell B.
Gilkison, A. F.
Golden, Roy L.
Graff, John D.
Handt, Wm.
Halley, W.
Hansen, Thorolf
Hanson, Carl
Hanson, Oskar W.
Hardie, Wallace
Hatland, R.
Hogstrom, Karl I.
Holm, Harry
Heino, Gust
Huber, Charles S.
Hurley, Michael
Jacobs, Fulton
Jespersen, Martin
Johnson, C. Ellert
Johanson, John
Johnson, Alfin
Johnson, Anton
Johnson, Emil
Johanson, S.
Johnson, Louis
Kalfholm, Edw.
Kelly, Norman
Kelly, Albert J.
Kennedy, B. L.
Kjellberg, A. C.
Klaver, R.
Laine, A. A.
Larsen, Hans
Larsen, Christ
Lauritzen, Ludvik
Lavsen, Carl C.
Learstad, Peter
Leisig, John
Lovell, G.
Lundgren, Gust
Malech, Frank E.
Malkoff, Peter
Maline, Stanley
Matson, R. M.
McDermott, W. M.
McCarlif, Gail
McCroskey, Ray A.
McGregor, Thos.
McLean, M. R.
Meyer, W.
Mikkelsen, Harry
Monroe, N. S.
Nelson, Nels
Neilsen, Harry
Nelson, Nels E.
Nilsen, Christ
Nilson, Herman
Norman, A.
Nurmisto, Ovio
Olsen, Michael
Olson, T.
Olson, John
Pederson, Geo.
Peppert, Fred
Petersen, Wm.
Petterson, Charley
Petersen, Knut
Pehte, Frank L.
Pohl, W.
Pope, Bert
Prestoff, S.
Preston, E.
Rever, John T.
Ross, Geo.
Robinson, G. H.
Robertson, E. J.
Robles, Frank
Runge. R. L.
Saine, Arthur A.
Schmeltning, M.
Scott, M.
Shalin, Nils
Sibley, M.
Skogmo, Paul
Sinclair, P.
Smith, Carl J.
Slade, I. S.
Spatig, Harvey L.
Spencer, Tom
Stout, R. E.
Sullivan, Fred L.
Suvaal, A.
Svansson, Ernest
Taylor, Bert
Tensfeldt, John S.
Thorsen, Chas.
Tinsman. J. T.
Tuhkanen, John J.
Viets, Clayton L.
Walmough, P.
Walter, E.
Wallace, Chess C.
Wallace, E. J.
Wehtje, Wm. H.
Whiteside, Thos.
Wilson, J. W.
Wikstrom, Carl
Wood, E. E.
Wolf, Herbert
Walters, Fred L.
Worn, Otje
Young, Carl Henrey
Yeoman, W. E.
York, Chas. E.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
Andersen, E. A. -1410
Andersen, J. F.
Andersen, C. D. -1131
Baskes, Jack
Anderson, Karl A.
Anderson, Gus
Anderson, K. P.
Anderson, H.
Anderson. Jack

Back, Soren
Baumgartel, A.
Backstrom, C.
Barentes, Joe
Ballah, Lee
Berg, H. J.
Berglund, Iver
Barrington, P.
Berger, Aug.
Belmont, Joe
Bergkvist, Axel
Bergesen, Birger

Carlson, M. -906
Carr, A.
Campbell, John R.
Christensen, E. O. H.

Danielsen, O. E.
Degerstedt, Karl
Devich, Joseph
Donovan, J. J.
Donnelly, R. A.

Edin, Gust
Engberg, O. L.
Engvall, J. A.

Andersen, O. -1339
Anderson, J. -555
Anderson, John
Anderson, Chris
Anderson, G. N. B.
Andersen, Adrian
Andersen, B. E.
Anderson, Hilmer
Alonzo, N.
Axelsen, Herman
Axelsen, George

Bendixon, Hans
Berntsen, Nils
Bingham, Dexter
Blomgren, Adolf
Blindheim, A. E.
Blomgren, Carl
Boyle, Andrew
Bretsen, Jos.
Brown, H.
Brown, Martin
Braun, T.
Bunden, L. W.

Chekan, W.
Clifford, H. W.
Clair, A.
Clark, Sterling

Dunham, Dexter
Duncan, T. W.
Dunne, F.
Dutton, Henry

Erikson, Einer
Erikson, E. -38

The James H. Barry Co.
"THE STAR" PRESS
PRINTING
1122-1124 MISSION ST.
SAN FRANCISCO

COMBINED STATEMENT OF CONDITION
HEAD OFFICE AND BRANCHES

Bank of Italy

SAVINGS COMMERCIAL TRUST
HEAD OFFICE, SAN FRANCISCO
MEMBER FEDERAL RESERVE SYSTEM

December 30, 1920

RESOURCES

First Mortgage Loans on Real Estate	$40,555,851.91	
Other Loans and Discounts	54,571,764.30	$95,127,616.21
United States Bonds and Certificates of Indebtedness	$16,293,881.00	
State, County and Municipal Bonds	11,761,983.72	
Other Bonds	8,813,582.47	
Stock in Federal Reserve Bank	330,000.00	
TOTAL U. S. AND OTHER SECURITIES		$37,199,447.19
Due from Federal Reserve Bank	$ 6,506,874.33	
Cash and Due from other Banks	11,133,820.04	
TOTAL CASH AND DUE FROM BANKS		$17,640,694.37
Banking Premises, Furniture, Fixtures and Safe Deposit Vaults		5,050,335.99
Other Real Estate Owned		300,853.71
Customers' Liability under Letters of Credit and Acceptances		978,927.86
Interest Earned but not Collected		846,154.56
Employees' Pension Fund (Carried on Books at)		1.00
Other Resources		320,654.19
Total Resources		$157,464,685.08

LIABILITIES

DEPOSITS		$140,993,545.37
*Capital Paid in	$ 9,000,000.00	
Surplus	2,125,000.00	
‡Undivided Profits	1,788,240.24	
TOTAL CAPITAL, SURPLUS AND UNDIVIDED PROFITS		12,913,240.24
Dividends Unpaid		541,617.71
Discount Collected but not Earned		132,863.67
Reserved for Taxes and Interest Accrued		154,490.23
Letters of Credit, Acceptances and Time Drafts		978,927.86
Federal Reserve Bank (U. S. Obligations)		1,750,000.00
Total Liabilities		$157,464,685.08

All charge-offs, expenses and interest payable to end of half-year have been deducted in above statement.

A. P. Giannini and W. R. Williams, being separately duly sworn each for himself, says that said A. P. Giannini is President and that said W. R. Williams is Cashier of the Bank of Italy, the Corporation above mentioned, and that every statement contained herein is true of his own knowledge and belief.

A. P. GIANNINI.
W. R. WILLIAMS.

Subscribed and sworn to before me this 30th day of December, 1920.
THOMAS S. BURNES, Notary Public.

*Authorized capital $10,000,000.00 will be fully paid up July 1, 1921.

‡A special dividend of $900,000.00 was paid July 14, 1920, by the bank for account of its stockholders to the Stockholders Auxiliary Corporation (capital stock owned by the stockholders of the Bank of Italy).

The Story of Our Growth

As Shown by a Comparative Statement of Our Resources

December, 1904 . . . . . $285,436.97
December, 1908 . . . . . $2,574,004.90
December, 1912 . . . . . $11,228,814.56
December, 1916 . . . . . $39,805,995.24
December, 1919 . . . . . $137,900,700.30
December, 1920 . . $157,464,685.08

NUMBER OF DEPOSITORS, 221,788

Savings Deposits made on or before January 10, 1921 will earn interest from January 1, 1921

Felsch, Chas.
Fernandez, Elisio
Fex, Andrew
Framnes, Ivar

Gabrielsen, Peder
Gaughan, Tom
Gran, Aksel
Gravander, Nils
Greighan, P.

Hansen, S. P. -2794
Hansen, Nels -2072
Hansen, Ed.
Hansen, Edgar
Hansen, Oscar
Harms, E. E.
Haltnes, M.
Hansen, Frank

Jonas, H. A.
Johnson, Jack
Johanson, C.
Johnson, Clarence A.
Jacobs, Fulton
Johnson, E. E.
Johnson, J.
Johnson, Harry

Kalio, K.
Karlson, Ingvald
Karlson, G. A. -1190
Karlson, Louis
Kaskinan, Alluri
Kallinan, Frank
K. N., -1013
Kempsen, M.
Kearney, Hugh
Kerton, Lester
Lampe, Fred
Larsen, Lars
Lambert, E. A.
Larsen, Herman
Lauritsen, Ludvig
Langman, Wm.
Leason, J. A.
Liiquest, Rudolf
Martinsen, Ingvald

Franzell, A.
Fredriksen, B. D.
Ferslund, Victor

Graham, E.
Gragan, J. H.
Gutisen, J. H.
Gustafsen, Oscar
Gusjaas, Oscar

Hansen, Immanuel
Helmer, Fred
Herlitz, Ivor
Hickka, E. J.
Hasselberg, Gustaf
Hape, Hans
Hoopes, Bill
Hahnqvist, E. J.

Johnson, Gatterd
Johnson, Chris
Johansen, O.
Johnson, A.
Johnson, John S.
Jensen, V. J.
Jorgensen, Adrian
Jorgensen, D.
Julisen, C. A.

Keane, John
Kisor, Adlai
Kelly, John
Klahn, Karl
Klenk, K. A.
Koppen, O.
Kristensen, N., 1093
Kristensen, K.
Kukes, Conrad
Kuten, Alex.
Lindholm, A.
Lindstrom, Geo.
Lilburger, Wm.
Linne, Theodore
Lokken, O. K.
Lundgren, Carl
Lund, Erik
Lynch, J. P.
McCoy, J. L.

Mattson, Hilding
Maline, Stanley

McLean, Angus
McVicar, P.
Meyer, Frank
Mickelson, Harry
Micklans, J.
McPherson, R.
McDonald, J.
Nelsen, Anton
Nelsen, H. -1460
Nelson, A. B.
Nelson, N. J.
Neilson, O.
Oberg, J.
Ohm, Henrich
Olsen, Fred A.
Olsen, Andrew
Olsen, E. O.
Olsen, Oscar
Olsen, Nick
Petersen, Harry
Pedersen, K. M.
Pettersen, Eric
Pettersen, Kristian
Petersen, Bjarne
Peterson, Oscar
Richardsen, J. W.
Richardson, E. C.
Rod, S.
Ruhr, Hans
Sale, John
Saarni, Frank
Salvesen, T.
Samuelsen, H. N
Schurr, Harm
Schelenz, C.
Scott, W. N
Sickman, A
Sinnis, G.
Simonsen, S.
Simondsen, H.
Sjoberg, G.
Standart, M.
Talce, John
Tangvalt, G. J.
Thornquist, A.

McKenzie, Dan.
Miller, S.

Monrad, Trygue
Molurg, K. G. E.
Monroe, N. S.
Mosley, S. E.
Murphy, Thos.
Muier, James

Nelsen, Oscar
Newman, J. S.
Nielsen, C. L.
Norsheim, Ben
Nordstrom, A. R.
Olsen, Louis
Olsen, O. -597
Odella, V.
Olsen, Kristian
Olsson, K. W. -972
Owens, James
O'Donnell, J.
Person, Johan
Peel, P.
Peterson, John E
Pinerd, F. H.
Piplone, J.
Prinz, Carl
Runsten, Arthur
Rylander, R.
Rysock, M. van

Smith, C. J.
Smeland, John
Sommerfeld, P. L
Sohnn, M.
Soroos, S.
Sobel, R.
Sterndoch, J
Strand, C.
Stuhr, H. M.
Sverdrun, Walter
Symons, W. A.

Thorn, Arvid
Thor, L.
Thorpe, J. W.

Home News

A portion of the Port Arthur Canal Co.'s sheds at Port Arthur, Tex., was wrecked by a tornado Nov. 27. The loss is estimated at $100,000.

Reports to the Interstate Commerce Commission from practically all the large railroads indicate that the roads as a whole fell considerably short in October of earning that month's pro rata share of a year's income that will provide 6 per cent. interest to stockholders. Under the Cummins-Esch law the roads have a free hand in spending money, and if their income is not sufficient the law provides that the Government shall make good the deficit to stockholders.

"Prices of cattle as well as wholesale prices of beef, in all grades up to the prime grades, are lower today than since 1911, yet the consumer is paying virtually war-time prices for these grades of beef," declared Frank B. McClain, State fair price commissioner of Pennsylvania. "If there ever was a class of merchants," said the commissioner, "who justly could be charged with extorting almost criminal profits from the public, it is the retail meat dealer of today."

In his annual report Secretary of the Treasury Houston recommends an increase from 4 per cent. to 6 per cent. in the tax on incomes of $5,000 or less. Under the present law an unmarried man must pay a 4 per cent. tax on income above $1000 annually, and a married man 4 per cent. on income above $2,000 with $200 exemption for each child. It is now proposed to raise this tax to 6 per cent. Additional taxes are recommended for amusements, tobacco and candy.

Between 300,000 and 400,000 children were deprived of schooling last year as a direct result of the shortage of teachers, according to estimates by P. P. Claxton, Federal commissioner of education, in his annual report. No relief for the situation is seen by the educator, who added that while from 110,000 to possibly 150,000 new teachers would be needed during the coming year, "we shall have at the outside 30,000 prepared teachers to fill the vacancies, or a deficit of at least 80,000."

Institution of judicial proceedings against five organizations of farm implement manufacturers and dealers, and reopening of the Government's anti-trust prosecution of the International Harvester Company has been recommended by the Federal Trade Commission. In a report to the Senate, the commission asserted that during 1916-18, inclusive, more than 200 concerns manufacturing farm implements combined to fix prices, and that dealers cooperating had made agreements supporting the practice.

The Senate Committee on Reconstruction makes these recommendations to relieve the housing shortage: "Amendment of the transportation act to check issuance of 'exparte' orders by the Interstate Commerce Commission; abolition of the 'cost plus' contract system and establishment by States and cities of trade schools for building apprentices; creation of a Federal consulting bureau; revision of the tax system to encourage investment in homes and to grant for a limited period tax exemption to real estate mortgages."

Domestic and Naval

The motor schooner "Kirketind" has been renamed the "William Donovan," and will be converted into a coastwise lumber carrier with sail power only.

The British tank steamer "Euplectela," 3,783 tons gross, 2,360 net, carries 5,740 tons dead weight on 25.4 feet draft, built at Newcastle in 1894, and owned by the Anglo Saxon Petroleum Company, London, is reported sold to Spanish owners for about £40 per ton deadweight.

The Norwegian steamship "Kalfond," 1,210 tons gross, 748 net, carries about 1,800 tons dead weight, built at Dundee in 1900, and owned by the Breifonds Damps. Akties (Sigval Bergesen, manager), Stavanger, is reported sold to Greek owners for about £40,000.

The Dutch marine insurance companies Orion and Bato have gone into liquidation and further failures are expected. The first-named company owes Fl. 40,989 and the latter Fl. 81,066. The Dutch company de Ijsel has stopped writing and is expected to liquidate.

It seems that even coal is now receiving the attention of cargo thieves. According to a report printed in the Rotterdam Courant, thousands of tons of German coal barged down the Rhine have been stolen and covered with stones in order to hide the thefts.

A report from the headquarters of the Shipping Board in Washington stated that there are 125 large steamers tied up on the Atlantic seaboard. Of this number fully eighty-five are of the Great Lakes type, which are employed in the coastwise business and in the Atlantic, Gulf and West Indies limits.

In view of the good progress made in securing subscriptions to the stock of the Kennebec Navigation Company, the latter concern has secured an extension until February 1, 1921, of its option on the steamers "City of Bangor," "City of Rockland," "Wiwurna" and "Catherine" of the Eastern Steamship Lines.

The steamship "H. F. Dimock," 2,625 tons gross, 1,786 net, carries about 2,000 tons dead weight, 13½ knots speed, built 1884, and the steamship "Herman Winter," 2,625 tons gross, 1,768 net, carries about 2,000 tons dead weight, 14 knots speed, built 1887, are reported sold by public auction at Mobile, Alabama, to C. L. Dimon, New York, for $87,500.

It is announced in Strasbourg that the suppression of the surtax on goods in transit through Antwerp by water to Strasbourg applies not merely to goods destined for consumption in Alsace-Lorraine, but to all goods imported into France by way of Strasbourg. This means that the whole of Eastern France can be provisioned via Antwerp without payment of the surtax, provided the goods are sent by way of the Rhine and the port of Strasbourg.

After much uncertainty and anxiety on the part of the Globe Line, her owners, the "Mount Rainier" finally reached Buenos Aires. She was under sail all the way, as her Diesel engines were out of commission when she left Key West. The "Mount Rainier" is the ship as to which the sensational statement was made to the Walsh Investigating Committee that her captain had stolen her and intended to sell her on the west coast of Africa.

The San Francisco Savings and Loan Society

SAVINGS (THE SAN FRANCISCO BANK) COMMERCIAL

526 CALIFORNIA STREET, SAN FRANCISCO, CAL.

Member of the Federal Reserve System
Member of the Associated Savings Banks of San Francisco
MISSION BRANCH, Mission and 21st Streets
PARK-PRESIDIO DISTRICT BRANCH, Clement and 7th Ave.
HAIGHT STREET BRANCH, Haight and Belvedere Streets

DECEMBER 31st, 1920

Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

OFFICERS

JOHN A. BUCK, President
GEO. TOURNY, Vice-Pres. and Mgr. A. H. R. SCHMIDT, Vice-Pres. and Cashier
E. T. KRUSE, Vice-President
A. H. MULLER, Secretary
WM. D. NEWHOUSE, Assistant Secretary
WILLIAM HERRMANN, Assistant Cashier GEO. SCHAMMEL, Assistant Cashier
G. A. BELCHER, Assistant Cashier R. A. LAUENSTEIN, Assistant Cashier
C. W. HEYER, Manager Mission Branch
W. C. HEYER, Manager Park-Presidio District Branch
O. F. PAULSEN, Manager Haight Street Branch

BOARD OF DIRECTORS

JOHN A. BUCK — A. H. R. SCHMIDT — A. HAAS
GEO. TOURNY — I. N. WALTER — E. N. VAN BERGEN
E. T. KRUSE — HUGH GOODFELLOW — ROBERT DOLLAR
E. A. CHRISTENSON — L. S. SHERMAN

GOODFELLOW, EELLS, MOORE & ORRICK, General Attorneys

San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Adami, P.
Alexanderson, C.
Alakaihu, Moses
Algren, Charlie
Andersen, H. B. -2348
Andersen, Rudolph
Andersen, S. P.
Anderson, Andrew
Anderson, Bob
Anderson, K. O. Hg.
Anderson, N. -2453
Anderson, Nels F.
Andersson, O. L. -1363
Antonsen, Martin
Andersen, R. P.
Andersson, C. J. -2185
Annus, Peter
Arvidson, N.
Arstad, Bjorne
Aso, Gustaf

Baggs, H. L.
Bauer, W.
Bennett, C. A.
Benson, Martin
Benson, Helge
Bergman, J. L.
Bergman, Alrik
Bertinussen, Indal
Bergman, G. A.
Bettis, F. J.
Bingham, D. M.
Bjorklund, Gottfrid
Blake, Frank
Blomquist, Eric
Bokstrom, Fred
Botsford, Roy
Boman, Gunnar
Bosshardt, H.
Polstadt, Hans J.
Borjeson, Hilding
Bower, Gordon
Breshanan, J.
Burnet, G. C.
Burke, Patrick
Byars, A. T.

Carlson, C. A.
Carlsson, C. -1601
Carlsson, J.
Carlsson, Nils
Carlstrand, Gustaf
Carson, Chas. F.
Carlsson, Fred
Carlson, Chas. E.
Carney, James
Carlstrom, A.
Campbell, Martin
Carlson, Axel
Carter, Haskell S.
Chairs, Chas. L.
Childs, John B.
Christensen, H. C.
Christensen, A. -1867
Christensen, Nils
Coose, John B.
Corey, Elridge
Colville, G.
Cristiansen, Peter
Cunningham, W. M.

Dahl, E. L. K.
Daniels, Walter
Delany, Patrick
Demorest, Carl
Dean, C. S.
Disney, R. L.
Dobbelaar, A.
Donnelin, George
Donnelly, Goerg F.
Donner, R.
Drennen, W. N.
Dreyer, Jack O.
Duke, F. W.
Dushane, M.
Dverland, Erick

Earl, Herbert
Edin, Gustav
Eisenhardt, K.
Eklof
Elsen, Sam
Elliot, Pedro
Ellefsen, Thorlelf
Eldridge,
Elrod, A. N.
Emmel, D.
Emulato, E.
Engstrom, Edw.
Engstrom, R.
Englebrittson, Ale
Eriksson, C. Gustav
Ertman, Eskil
Eyde, Wm.

Fagerlie, Odell
Fagerberg, Ivan
Fallbom, John A.
Figved, Sigurd
Fickle, Omer
Flinkenberg, Uno
Flemming, W.
Forsman, Franz
Fraser, Alex V.
Friberg, Carl
Fredericksen, O. P.

Gabrielsen, Lars
Gartzke, Erick
Getchel Alton
Geary, Albert
Giessing, Harry
Gist, Paul T.
Grainge, A.
Graham, Thomas
Graham, Ray
Gray, Frank
Green, Henry M.
Grosvenor, C.
Grundstrom, C. W.
Grundell, W. C. A.
Gyzen, J. J. van

Hahn, Emil
Hakel, Gustav
Hallowes, L. N.
Haruis, Fred
Hamm, Richar
Hammond, Robert
Handrup, Axel
Hanschman, Wm.
Hansen, Gustavo
Hansen, Antonius
Hardy, Wm.
Haunt, C.
Hayward, C. R.
Heikkila, R. A.
Heidenberg, G.
Helmers, Thorleif
Hermansson, C. P.
Hellman, Rowland L.
Henrikson, K. Hj.
Hein, M.
Hicks, Wm. H.
Hobbs, F. A
Holmstrom, Fritz
Holm, Arthur
Hopp, Carl
Houldecroft, Wm.
Hubertz, Emil
Hubner, Carl F.
Hyra, Edward
Hurl, C.
Hughes, Earl B.

Ibsen, V. L.
Ireland, H. G.
Iversen, Iver
Ivertsen, S. B.
Irving, John

Jacklin, Chas.
Jaentch, Otto
Jahnke, Richard
Jakobsen, Rangvald
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Kansik, August
Kamm, John
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McPherson, James
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Melander, G. L.
Miller, Joe A.
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Morton, Frank J.
Molander, Hj.
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Oad, J.
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Ogren, Victor
Olofson, Chas.
Olsen, Arnold
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Olsen, Kristian
Olsen, O. J. -1020
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Payne, J. E.
Pedersen, Andreas
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Roberts, John
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Schwarz, H. -3746
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Seiffert, John
Sharman, Edward S.
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Simens, Ola P.
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Skenridge, Wm.
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Slattery, Harry
Slettemark, E.
Sloane, C. V.
Smith, James
Sommers, B.
Sonne, Herman
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Sorenson, Soren H.
Speller, Henry
Stall, Ralph
Steen, Ivar
Stevensen, August
Stone, V.
Strandberg, Elof
Strom, Karl
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Stenberg, Alfred
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Svendgard, J.
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Swanson, J. L. -2907
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Tappis, John
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Thomas, Andrea
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Thompson, James
Thorsen, Herman
Thompsen, H. T.
Thoren, Victor
Timmermann, W.
Tingstrom, Axel
Tolano, A. R.
Torkildsen, E.
Tohtz, R. E.
Tracker, C. J.
Trenland, E.
Tucker, H. J. E.

Vallianos, Spiros
Van Order, Louis
Vanus, Higo
Vaughan, A. S.
Velure, Harry
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Viets, C. L.
Vitol, Alex.
Voigt, W.
Vos, Harry A.

Wahl, J.
Wallenius, Karl
Walters, Nelson
Watson, Arthur
Weber, Fred C.
Weishaar, Rudolph
Westerberg, Otto
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Wendell, Emil
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Wiera, Henry
Wilhelm, Erick
Wilkens, Fred
Williams, W. I.
Wolfe, E. O.
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PACKAGES

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Bang, Maurice
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Birk, Louis
Carpenter, Harold
Clark, F. W.
Corey, Elridge
Deu Pree, E.
Devick, John
Ekeland, Ingv.
Flood, Alex
Frost, P. K.
Ganser, Joe
Garnetzky, F.
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Graham, C. D.
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Hubbard, Mike
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Lundstrom, Ernest
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Nelsen, John E.
Newton, A.
O'Connor, John J.
Olsen, O. J. -1020
Olson, Stanley
Osborne, E. T.
Peters, Joseph M.
Petterson, A. L.
Rohman, Georg
Shannon, J.
Sharman, E. S.
Sloane, C. V.
Thacker, Carney
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Tacoma Letter List.

Dominguez, Joseph
Gronlund, Oscar
Johnson, John
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Melgail, Mikel
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Svanson, Harold
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Dirk Land, or anyone knowing his whereabouts, will please communicate with Ed. Timmerman, 49 Reid street, Brooklyn, N. Y. A sum of money is held for him by me.

12-8-20

Anyone who was acquainted with the late Chas. Erickson, discharged from the U. S. Navy in 1896, and subsequent thereto sailing on the Pacific Coast, will confer a great favor upon his widow, Mrs. Charles Erickson, by communicating with her at P. O. Box 15, San Pedro, Cal. Mrs. Erickson is anxious to establish certain facts relating to the physical condition of her late husband prior to his discharge from the U. S. Navy. 1-28-20

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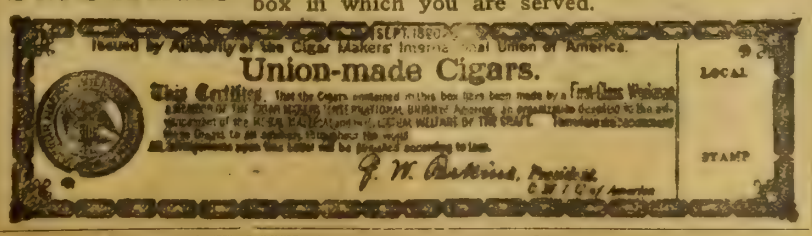

News from Abroad

A significant sidelight on the state of British shipbuilding is afforded by the decision of Renwick & Dalgleish, Ltd., to indefinitely postpone the opening of their new shipyard at Hebburn, on the Tyne. The yard covers a big site, is well laid out, and admirably equipped on modern lines, but shipowners are not placing orders.

An increase of 110 per cent. is reported in the cost of tobacco to British consumers over 1914 costs. This, however, includes a 122 per cent. jump in duty. A selling price of 10 shillings, 8 pence per pound for ordinary tobacco represents about 8 shillings in tax. Wholesale profits are estimated to have been about 4½ per cent. on turnover and the retail profits range from 22½ to 33 1/3 per cent.

In an effort to meet current expenses a law is now going through the Chilean Congress which provides for the emission of from 30,000,000 to 50,000,000 pesos of additional paper money; to be redeemed in five years' time. Hence a depreciation in exchange has been under way, brought about not only by unfavorable foreign trade conditions, but also by a lack of confidence in the paper currency.

The Finnish steamship company Undenkompagni Valtameri Laiva announces the establishment of a regular service between Finland and New York. The company has recently acquired the steamship "Valtameri," which will make four round voyages per annum without calling at intermediate ports. She will carry a general cargo and about 100 passengers. The company has a capital of 10,000,000 Finnish marks.

All foreigners who reside or stay in Riga, with the exception of those belonging to the following categories, must pay a tax for the benefit of the city: Members of foreign diplomatic missions in Latvia; members of foreign relief missions; military persons who stay in Riga by order of their Government; persons ordered by the Government of Latvia or communal institutions to reside in Riga—professors, engineers, financiers, or other experts; persons who live continually over three months during a year in Latvia and who are registered to pay income tax, and persons under 18 years who have no income. A foreigner may depart only after having paid taxes and by proving it with a receipt.

As an indication of the extraordinary change of the shipping business of the port of Hamburg in the last seven years, it is interesting to note that in 1913 there were 116 German lines using the port and 51 foreign companies; to-day there are only six German lines and 37 foreign lines. Many foreign nations have been in a hurry to install their interests in a port where they were led to believe there would be plenty of business owing to the disappearance of the great German lines, and the result has been that there is now, if anything, more tonnage than the business of the port warrants. But the marked development of trade at this point in Germany leads to the conclusion that cargoes will very soon catch up with the supply of ships. Non-German shipping companies now represented at Hamburg are as follows: British 9, Scandinavian 5, French 4, and American 4.

With the Wits

"A woman is more graceful than a man," observed the Sage. "Not when she's getting off a street-car," commented the Fool.—Cincinnati Enquirer.

"What kind of a time is he having on his motor trip?" "Guess he's having a pretty lively time. He sent me a picture postcard of a hospital."—Louisville Courier-Journal.

Widow (whose weeds are dark but not dense)—Isn't there something I can put on to keep the mosquitoes from biting me? Grouchy Bachelor—Yep. Clothes.—Chicago Tribune.

Nervous Tourist—What if the bridge should break and the train fall into the river? Conductor—Don't worry, sir. This road won't miss it. It has a lot of trains.—Erie Railroad Magazine.

"Melanie is fifteen years old. I don't think it is decent of her to appear in public in such a short dress." "Don't worry, dear. She has put on one of mine in her hurry."—Vienna Die Muskete.

"Travel improves a man's mind." "Yes," replied Farmer Corntossel; "but the way rates have been going up, a little travel costs more than a whole lot of college education."—Washington Star.

He—My dear, I've warned you before and now I must insist that we try to live within our income. She—Oh, very well, if you want to be considered eccentric by everybody in our set.—Boston Transcript.

Suitor—Now, what would you say, Max, if I told you that I was going to marry your mamma? Max (confidentially)—I'd give you the tip to back out of things as quickly as you could.—Munich Fliegende Blaetter.

DIVIDEND NOTICE

HUMBOLDT SAVINGS BANK, 783 Market St., near Fourth.—For the half year ending December 31, 1920, a dividend has been declared at the rate of four (4) per cent. per annum on all savings deposits, payable on and after January 3, 1921. Dividends not called for are added to and bear the same rate of interest as the principal from January 1, 1921. Deposits made on or before January 10, 1921, will earn interest from January 1, 1921.

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VOL. XXXIV, No. 19. SAN FRANCISCO, WEDNESDAY, JANUARY 12, 1921. Whole No. 1735.

SEAMEN'S ACCIDENT INSURANCE

Text of New Federal Seamen's Compensation Act

Immediate passage by Congress of bills now pending to extend accident insurance to seamen and longshoremen was urged at the fourteenth annual meeting of the American Association of Labor Legislation, just held at New York.

The bills, recently introduced in Congress, provide a uniform Federal Compensation plan for all American seamen and deal with longshoremen (in a separate measure) by restoring to them the protection of existing State Compensation laws.

The bill published herewith is known as the Federal Seamen's Compensation bill. It was drafted by the American Association for Labor Legislation upon the request of many interested parties.

Sixty-sixth Congress, Third Session. S. 4708. In the Senate of the United States. December 23, 1920.

Mr. Johnson of California introduced the following bill; which was read twice and referred to the Committee on Commerce.

A bill to provide compensation for seamen injured and the dependent of seamen killed in the course of employment, to create a Federal seamen's insurance fund, and for other purposes.

Whereas the success of the American merchant marine and the prosperity of the commerce of the United States depend in a large measure upon the well-being of masters and crews of American vessels; and

Whereas justice demands that the men themselves when injured and the families of those who lose their lives in the service be put on as favorable a footing as land workers; and

Whereas all the great maritime nations of the world provide compensation for the masters and members of the crews of their merchant vessels; therefore

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

ARTICLE I.

Short Title and Definitions.

Section 1. That this Act may be cited as the Federal Seamen's Compensation Act.

Sec. 2. That when used in this Act, unless the context otherwise requires—

(a) The singular includes the plural and the masculine includes the feminine and neuter.

(b) The term "seaman" includes any person employed by the shipowner to serve normally on board a vessel, including the master, pilot, apprentices, musicians, stewards, and servants, but does not include persons employed in loading, unloading, repairing, refitting, or otherwise, and who are not engaged as members of the crew. It does not include (1) an officer or member of the crew of a vessel lawfully under a foreign flag, or (2) a person commissioned or enlisted in the Army or Navy, or (3) a member of the Coast Guard and Revenue Cutter Service of the United States, or (4) a person employed on a vessel of war or vessel of the Coast Guard or Revenue Cutter Service of the United States.

(c) The term "employer" means a person, partnership, association, or corporation, including the United States, any Territory, District, or possession of the United States, or any political subdivision thereof, or a corporation whose capital stock is wholly or partly owned by the United States, employing one or more seamen, and in the case of persons compensated by a share in the proceeds of a voyage or the earnings of a vessel, the owner pro hoc vice.

(d) The term "injury" means an injury sustained by a seaman in the course of employment, and includes injuries caused by the willful act of a third person directed against a seaman because of his employment, but does not include injuries caused to the seaman by his willful intention to injure himself or to injure another. If an exemption is claimed under this subdivision, the burden of proof shall be on the person or fund claiming it.

(e) The term "earnings" includes (1) gratuities received in the course of the employment from persons other than the employer, and (2) reasonable value of board, lodging, fuel, and other advantages, which can be estimated in money, which the seaman receives from the employer as a part of his remuneration. The commission may from time to time fix the weekly value of such items.

(f) The term "weekly earnings" shall be computed in such manner as is best calculated to give the average weekly earnings of the seaman in the period during which he has been employed during the twelve months preceding his injury; but where, by reason of the shortness of the time during which he has been in the employment, or of the terms of the employment, it is impracticable so to compute fairly the rate of remuneration, regard may be had to the average weekly earnings which, during the twelve months previous to the injury, were being earned by a person in the same or a similar grade, employed at the same or similar work, by the employer of the injured seaman, or, if there is no person so employed, by a person in the same grade, employed in the same class of employment and in the same district, but if a workman at the time of the injury is regularly employed in a higher grade of work than formerly during the year and with higher wages, only such higher wages shall be taken into consideration in computing his average weekly wages.

(g) The term "child" includes stepchildren, adopted children, posthumous children, and illegitimate children acknowledged by the employe, but does not include married children unless wholly dependent on him. "Grandchild" means a child as above defined of a child as above defined. "Brother" and "sister" include stepbrothers and stepsisters, half brothers and half sisters and brothers and sisters by adoption, but do not include married brothers nor married sisters unless wholly dependent on him. "Child," "grandchild," "brother," and "sister" include only persons who at the time of the death of the deceased seaman are under eighteen years of age or over that age and mentally or physically incapable of self-support.

(h) The term "parent" includes step-parents and parents by adoption, parents-in-law if dependent on the injured seaman, and any person who for more than three years prior to the death of the deceased employe stood in the place of a parent to him.

(i) The term "widow" includes only the decedent's wife living with or dependent for support upon him at the time of his death; or living apart for justifiable cause and by reason of his desertion.

(j) The term "widower" includes only the decedent's husband, who, at the time of her death, lived with her and was dependent for support upon her.

(k) The terms "adoption" or "adopted" mean legal adoption prior to the time of the injury.

(l) The term "fund" means the Federal seamen's compensation fund.

(m) The term "commission" means the United States Employes' Compensation Comsion.

(n) The term "physician" includes "surgeon."

(o) The term "dependent" means dependent at the time of the injury.

ARTICLE II.

Compensation.

Sec. 201. Every seaman when employed by an employer subject to this Act who, after July 1, 1921, suffers injury shall, except as provided herein, be entitled to receive compensation as provided herein:

(a) Immediately after an injury sustained by a seaman and during the resulting period of disability the seaman shall receive all necessary medical, surgical, and hospital services and supplies.

(b) During the first three days of disability the seaman shall not be entitled to compensation except as provided in the preceding paragraph.

(c) If the injury cause total disability the disabled seaman shall receive during such disability a weekly compensation equal to 66⅔ per centum of his weekly earnings.

(d) If the injury cause temporary partial disability the disabled seaman shall receive during such disability a weekly compensation equal to 66⅔ per centum of his loss in earning capacity.

(e) If the injury cause permanent partial disability the disabled seaman shall receive 66⅔ per centum of his weekly earnings, and there shall be paid to the seaman for the period named in the schedule compensation as follows:

Thumb: For the loss of a thumb, sixty weeks.

First finger: For the loss of a first finger, commonly called index finger, forty-six weeks.

Second finger: For the loss of a second finger, thirty weeks.

Third finger: For the loss of a third finger, twenty-five weeks.

Fourth finger: For the loss of a fourth finger, commonly called the little finger, fifteen weeks.

Phalange of thumb or finger: The loss of the first phalange of the thumb or finger shall be considered to be equal to the loss of one-half of such thumb or finger, and compensation shall be one-half of the amount above specified. The loss of more than one phalange shall be considered as the loss of the entire thumb or finger. Where the injury results in the loss of more than one finger, compensation therefor may be awarded for the proportionate loss of the use of the hand thereby occasioned: Provided, however, that in no case shall the compensation awarded for more than one finger exceed the amount provided in this schedule for the loss of a hand.

Great toe: For the loss of a great toe, thirty-eight weeks.

Other toes: For the loss of one of the toes other than the great toe, sixteen weeks.

Phalange of toe: The loss of the first phalange of any toe shall be considered to be equal to the loss of one-half of said toe, and the compensation shall be one-half of the amount specified. The loss of more than one phalange shall be considered as the loss of the entire toe. Where the injury results in the loss of more than one toe, compensation therefor may be awarded for the proportionate loss of the use of the foot thereby occasioned: Provided, however, That in no case shall the compensation awarded for more than one toe exceed the amount provided in this section for the loss of the foot.

Hand: For the loss of a hand, two hundred and forty-four weeks.

Arm: For the loss of an arm, three hundred and twelve weeks.

Foot: For the loss of a foot, two hundred and five weeks.

Leg: For the loss of a leg, two hundred and eighty-eight weeks.

Eye: For the loss of an eye, one hundred and twenty-eight weeks.

Loss of use: Permanent loss of use of a hand, arm, foot, leg, eye, thumb, finger, toe, or phalange shall be considered as the equivalent of the loss of such hand, arm, foot, leg, eye, thumb, finger, toe, or phalange. The loss of 80 per centum of the vision of the eye shall be considered to be the equivalent of the loss of the use of the eye, and the loss of binocular vision shall be considered to be equivalent to the loss of one eye.

Partial loss and partial loss of use: For the partial loss or the partial loss of the use of a hand, arm, foot, leg, eye, thumb, finger, toe, or phalange compensation therefor may be awarded for the proportionate loss or proportionate loss of the use of such hand, arm, foot, leg, eye, thumb, finger, toe, or phalange.

Amputations: Amputation between the elbow and the wrist shall be considered as the equivalent of the loss of a hand. Amputation between the knee and the ankle shall be considered as the equivalent of the loss of a foot. Amputation at or above the elbow shall be considered as the loss of an arm. Amputation at or above the knee shall be considered as the loss of the leg.

The compensation for the foregoing specific injuries shall be in lieu of all other compensation, except the benefits provided in this Act.

In case of an injury resulting in serious facial or head disfigurement the commission may, in its discretion, make such award or compensation as it may deem proper and equitable, in view of the nature of the disfigurement, but not to exceed $3,500.

Other cases: In all other cases in this class of disability, the compensation shall be 66⅔ per centum of the difference between his weekly wages and his wage-earning capacity thereafter in the same employment or otherwise, payable during the continuance of such partial disability, but subject to reconsideration of the degree of such impairment by the commission on its own motion or upon application of any party in interest.

(f) The weekly compensation for total disability shall not be more than $25 nor less than $10, unless the seamen's weekly earnings are less than $10, in which case his weekly compensation shall be the full amount of his weekly earnings. The weekly compensation for any partial disability shall not be more than that proportion of $25 which his disability bears to total disability. In the case of persons who at the time of the injury were minors and who were not physically or mentally defective, the commission shall, on any review after the time when the weekly wage-earning capacity of such persons would probably, but for the injury, have increased, award compensation based on such probable weekly wage-earning capacity. If a seaman who has previously incurred permanent partial disability incurs a subsequent permanent partial disability such that the compensation payable for the disability resulting from the combined injuries is greater than the compensation which, except for the preexisting disability would have been payable for the latter injury, the seaman shall receive compensation on the basis of the combined injuries.

(g) If death results from the injury within six years, there shall be paid to the following persons for the following periods a weekly compensation equal to the following percentages of the deceased seaman's weekly earnings, subject to the modification that no compensation shall be paid where the death takes place more than one year after the cessation of disability resulting from such injury, or, if there has been no disability preceding death, more than one year after the injury—

1. To the widow, if there is no child, 35 per centum. The compensation shall be paid until her death or remarriage. In case of marriage, there shall be paid to her a lump sum equal to one hundred and four weeks' compensation.

2. To the widower, if there is no child, 35 per centum, if wholly dependent for support upon the deceased at the time of her death. This compensation shall be paid until his death or marriage.

3. To the widow or widower, if there is a child, the compensation payable under clause (1) or clause (2) and in additioin thereto 15 per centum for each child, not to exceed a total of 66⅔ per centum for such widow or widower and children. The compensation payable on account of any child shall cease when he dies, marries, or reaches the age of eighteen, or if over eighteen, and incapable of self-support, becomes capable of self-support.

4. To the children, if there is no widow or widower, 25 per centum for one child and 15 per centum additional for each additional child, not to exceed a total of 66 per or each additional child, not to exceed a total of 66⅔ per centum, divided among such children share and share alike. The compensation of each child shall be paid until he dies, marries, or reaches the age of eighteen, or if over eighteen and incapable of self-support, becomes capable of self-support.

5. To the parents, if one is wholly dependent for support upon the deceased seaman at the time of his death and the other is not dependent to any extent, 25 per centum; if both are wholly dependent, 20 per centum to each; if one is or both are partly dependent, a proportionate amount in the discretion of the commission. The above percentage shall be paid if there is no widow, widower, or child. If there is a widow, widower, or child, there shall be paid so much of the above percentage as, when added to the total percentage payable to the widow, widower, and children, will not exceed a total of 66⅔ per centum.

6. To the brothers, sisters, grandparents, and grandchildren, if one is wholly dependent upon the deceased seaman for support at the time of his death, 25 per centum to such dependent; if more than one are wholly dependent, 40 per centum, divided among such dependents share and share alike; if there is no one of them wholly dependent but one or more partly dependent, a proportionate amount, in the discretion of the commission. The above percentages shall be paid if there is no widow, widower, child, or dependent parent. If there is a widow, widower, child, or dependent parent, there shall be paid so much of the above percentages as, when added to the total per centage payable to the widow, widower, children, and dependent parents, will not exceed a total of 66⅔ per centum.

7. The compensation of each beneficiary under clause 5 may continue until such depedent parent dies, marries, or ceases to be dependent, and the compensation of each beneficiary under clause 6 shall be paid until he, if a grandparent, dies, marries, or ceases to be dependent, or, if a brother, sister or grandchild, dies, marries, or reaches the age of eighteen, or, if over eighteen and incapable of self-support, becomes capable of self-support.

8. Upon the cessation of compensation under this Act to or on account of any person for any reason other than the payment of a lump sum in settlement, the compensation of the remaining persons entitled to compensation for the unexpired part of the period during which their compensation is payable shall be that which such persons would have received if they had been the only persons entitled to compensation at the time of the decedent's death.

9. In case there are two or more classes of persons entitled to compensation under this section and the apportionment of such compensation, above provided, would result in injustice, the commission may, in its discretion, modify the apportionment to meet the requirements of the case.

10. If there be no guardian if a minor dependent to whom compensation is payable, the amount payable on account of such minor dependent may be paid to any surviving parent or to such other person as the commission may order and direct, and the commission may require any person other than a guardian to whom it has directed compensation for a minor dependent to be paid to render as and when it shall so order accounts of the receipts and disbursements of such compensation and to file with it a satisfactory bond in a sum sufficient to secure the proper application of the money received by such person.

11. In computing compensation in fatal cases the weekly earnings of the deceased shall be considered to have been not more than $37.50 nor less than $15, but the total weekly compensation shall not exceed the actual average weekly earnings of the deceased.

12. Payment of benefits in case of death in good faith to a person subsequent in right to another or others shall protect and discharge the fund unless and until such person or persons prior in right shall have given him notice of his or their claim. In case the fund is in doubt as to the respective rights of rival claimants, it may apply to the court to decide between them.

Such proceedings may be instituted in any district in which any one of the claimants is found and process shall be served in the usual manner upon such of them as may be found in that district, and process shall be served upon those not found therein by notice sent by registered mail to their last known place of residence and, in addition, by the publication of such notice in some newspaper of general cvirculation published in the district where the procedings are instituted not less than four times in two consecutive weeks.

(h) In case of death or of permanent total or permanent partial disability, if the weekly payment to the beneficiary is less than $2 a week, or if the beneficiary is or is about to become a nonresident of the United States, or if the commission determine that it is for the best interest of the beneficiary, the liability for compensation to such beneficiary may be discharged by the payment of a lump sum equal to the present value of all future payments of compensation computed at 4 per centum true discount compounded anuually or by the purchase of an equivalent annuity. The probability of the beneficiary's death before the expiration of the period during which he is entitled to compensation shall be determined according to the Survivorship Annuitants Mortality Table, and the probabilities of remarriage according to the remarriage tables of the Dutch Royal Institution, and interest at 3½ per centum per annum.

(i) Compensation to aliens not resident, or about to become nonresidents, of the United States or Canada, shall be the same in amount as provided for residents, except that dependents in any foreign country shall be limited to surviving wife and child or children, or if there be no surviving wife or child or children to surviving father or mother or grandfather or grandmother, whom the employe has supported, either wholly or in part, for the period of one year prior to the date of the accident, and except that the commission may, at its option, or upon the applicationo of the fund, commute all future installments or compensation to be paid to such aliens by paying or causing to be paid to them one-half of the commuted amount of such future instalments of compensation as determined by the commission.

(j) If death results from the injury within six years, burial expenses not to exceed $200 shall be paid. Such sum shall be paid to the dependents or to the personal representatives of the deceased if they or he shall have actually paid the said expenses, but if such expenses have not actually been paid they shall be paid directly to such person or persons as shall have furnished the burial under circumstances entitling them to recover the cost thereof from the estate of the deceased.

(k) A seaman who as a result of injury is or may be expected to be totally or partially incapacitated for a remunerative occupation, and who, under the direction of the Federal or an appropriate State Board for Vocational Education, is being rendered fit to engage in remunerative occupation, shall, upon application to the fund, receive additional compensation necessary for his maintenance, but such additional compensation shall not exceed two-thirds of his earnings, or $20 a week.

Sec. 202. Any assignment of a claim for compensation under this Act shall be void, and all compensation and claims therefor shall be exempt from all claims of creditors.

Sec. 203. Claims of attorneys for service under this Act shall be a lien on compensation only if approved by the commission.

Sec. 204. Nothing in this Act shall limit or affect the existing right of an injured seaman to transportation, earnings, care, and cure, but a seaman shall not be entitled to medical benefit under this Act while he is receiving, or would, except for his own refusal, be receiving, the equivalent thereof as cure, and that he shall not be entitled to any cash benefit while entitled to earnings provided that he shall receive any part of the medical benefit under this Act to which he is not entitled to receive as cure.

Sec. 205. The right and remedies herein granted for injury shall exclude all other rights and remedies of an injured seaman, his personal representative, dependents, or next of kin at common law, in admiralty or otherwise, against his employer or his vessel on account of such injury; but nothing in this Act shall be construed to relieve an employer from criminal prosecution for failure or neglect to perform any duty imposed by law.

Sec. 206. Any sums paid to a seaman, or in case of death to his dependents, peronal representatives or next of kin, by an employer by reason of the judgment of any duly authorized public official in any foreign country, on account of an injury, shall be credited on ac-

(Continued on page 8)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Blacklist is Based on Greed

Defenders of steel oligarchy "explain" this trust's refusal to sell its products to contractors who employ union labor.

"Steel owners have taken a leaf out of organized labor's book," they say. "Labor often refuses to work with non-unionists."

There is no comparison between the motives or the methods of organized labor and Garyism.

The blacklist operates secretly. The leader of this sinister band in the employ of steel is now under indictment in New York City because he refuses to acquaint a lawful commission with his trust connections.

The strike is open. It is subject to the white glare of publicity.

The steel trust bases its blacklist on a desire for cheap labor, which means more profits.

The unionist strikes to hold his living standards. The fact that steel prefers non-unionists justify his fears that he can not hold his gains and work with those who decline to aid him in maintaining wage scales and working conditions.

To the steel owner, less profits do not mean less milk and warm clothing for his babes and family, but that's what less wages mean to the worker.

To say there is similarity between steel's quest for profits and the unionist's refusal to work with non-unionists is to ignore morals, ethics and elemental justice.

To Garyism labor power is but a thing, merchandise, a commodity, as are ships, blast furnaces and railroads.

This is the far-flung cry of the Egyptian task master, the Roman slave holder and feudal lord.

Against this theory the unionist hurls his challenge of manhood: Labor power is inseparable from life.

A complete man must have intellect, will, spirit and physical strength. These, co-ordinated, mean labor power. He who controls labor power owns the man.

To live, to be free, workers must control their labor power, themselves. To permit others to do so is to surrender every aspiration for a complete life.

Steel and its kind demand this control, although they are less frank than the ancients.

Organized labor denies this control, and around the difference can be traced the opposition of Garyism to trade unionism.

Agitate! Educate! Organize!

Opinion "Molder" is Blind to Facts

"There are few literate Americans so poorly informed," writes President Gompers in American Federationist, current issue, on the charge made by Frank Munsey, eastern newspaper publisher, that "the growing menaces of our country" are "organized labor, bolshevism, socialism and I. W. W.ism."

"It is almost impossible to deal with such utterances in a spirit of moderation," says President Gompers. "It is difficult to resist the use of the only kind of language that could possibly make an impression on a mind so closed to truth and so blind to all the great acts of the hour.

"Mr. Munsey's misstatements are so glaring and so bold that one wonders whether he is merely deceiving others or whether he is only deceiving himself.

"Can it be that he actually believes American trade unionism, bolshevism, socialism and I. W. W.ism to be identical? Can it be that he is so profoundly ignorant of the differences between the constructive and evolutionary philosophy of the American trade union movement and the revolutionary and destructive theories of fantastic aggregations which he couples in the same breath with organized labor?

"It is gratifying at least to know that if these are the views of Mr. Munsey, there are few literate Americans who are so poorly informed, and still fewer who make bold to so publicly betray their lack of information.

"Perhaps, since that is the case, it may be as well to let the public be the judge, merely adding here that he has now successfully carved his niche alongside the niches occupied by Gary and the types of reactionary industrial autocrats who believe they have the mandate for oppression, repression and mastership of the masses of our people."

"There is a philosophy in the spirit of freedom and justice not yet understood by Mr. Munsey and his prototypes."

Oppose Compulsion

"Doubtful value or expediency" is the reference to compulsory arbitration laws by W. F. Woodward, chairman of the Oregon State Board of Conciliation, in his annual report.

"The application of force does not tend to allay distrust or promote good feeling," he says. "In so far as may be possible in all these issues which may arise, the spirit of reasonableness, the voluntary approach from each side, through and to a medium dispassionate, sympathetic and anxious to serve, wherein judicial status, legal phraseology and technicalities are, as far as may be possible, discarded, lends itself more quickly to a spirit of all the parties concerned in the questions at issue, as well as the body which weighs the merits and demerits of the questions raised, which promotes a spirit of good feeling.

"To be sure, witnesses are sworn, there is much documentary matter presented and some forms incident to courts which make for courtesy and orderly procedure are observed. But other than these, the hearings of the Board of Conciliation on all questions have been marked by an informality which has hastened final decision with a degree of resultant satisfaction, which is attested by the fact that rehearings have been asked for in but two instances."

The history of the labor movement will repeat is successes oftener and its failures seldomer whenever the laborer learns to accept experience as a gift from the past instead of insisting upon purchasing it with his own good will.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade Uniâo dos Foguistas, Largo de Sâo Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Cable dispatches from Berlin announce the death of Carl Legien, president of the German Federation of Trade Unions. Deceased was 60 years of age. In 1912 he visited the United States and toured the country under the auspices of the American Federation of Labor. He was secretary of the International Trade Union Secretariat, which later developed into the International Federation of Trade Unions. He was president of this organization when the world war started.

Refusal of the Norwegian government to accept voluntary arbitration to adjust grievances caused a strike on the Norwegian State railroads. The strike is complete and comprises all workers except station masters. It is estimated that more than 12,000 employes are directly affected. The strikers are distributed among three organizations, two of which are affiliated with the Norwegian Confederation of Trade Unions. The government is maintaining mail service with the aid of motor cars.

Objectors to the recent strike settlement among the Yorkshire Miners' Association were put in a ridiculous light because of the resignation of Herbert Smith, president of that organization. The resignation was submitted to a referendum vote, with the following result: Against resignation, 2667; for resignation, 46. It is stated that about one-fiftieth of the membership voted, but the result indicates the strength of a group that talks "revolution" and who can be depended to cast their ballot at every election.

In statistics printed by the municipal bulletin of Milan, Italy, it is shown there is an increase of 276.5 per cent in the cost of living from 1914 to 1920. Had the pre-war standard been maintained, the increase would be 341.18 per cent., says the bulletin. In 1914 the cost for maintaining a workman's family of five persons (man, wife, one child over 10 and two under 10), was 41 lire, or $7.79 in American money. In 1920 the cost of bare necessities had risen to 155 lire, or $19.45, and the cost of maintaining pre-war standards to 181 lire, or $34.39.

A central arbitration board has been created by the parliament of Sweden. The board consists of seven persons—three appointed by the government, two by the council of the Employers' Association and two by the Workmen's National Council. The object of the board is to render it easier for workmen and employers to have collective agreements correctly interpreted, thus obviating recourse to lockouts and strikes. Appeals to the board are to be voluntary, and the decision of the board will be final.

A definitive German text of the draft conventions and recommendations adopted at the first International Labor Conference held in Washington, 1919, will be published by the International Labor Office in the near future. An authoritative translation has been made necessary owing to the fact that the Swiss, German and Austrian Governments have each issued translations, which do not agree with each other on certain points. A commission, including a representative of the International Labor Office, was appointed by the three governments which has held seven meetings, and which has now agreed upon a German text.

PAINLESS PARKER'S GUARANTEE

By Painless Parker

THE size of my practice is a guarantee of the reliability of my dentistry. It is a great satisfaction to go to places where you have confidence in the management. You particularly cannot afford to have dental work done on the hit-and-miss plan. Dental work should never be left to chance. Poor dentistry is responsible for much poor health.

In our twenty-eight offices we treat a hundred thousand patients a year. Every possible thing is done to give every patient satisfaction. We don't feel satisfied until the patient is. We not only do fine work, but ask moderate prices for it.

The E. R. Parker System is the only way ever invented to raise the standards of dentistry and lower prices at the same time. Sailors' teeth examined free in any of my offices in the following cities:

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SEATTLE: 1619 Westlake Ave.
TACOMA: 13th and Pacific
SAN DIEGO: 5th and F Sts.
SANTA CRUZ: 121 Pacific Ave.
BREMERTON: 412 Pacific Ave.
LOS ANGELES: 706 S. B'way.
STOCKTON: 6 N. California
SAN JOSE: 58 W. Santa Clara
SALEM: State and Commercial
PENDLETON: 755 Main St.
SPOKANE: Riverside & Post
LEWISTON: 521 Main St.
PORTLAND: 326 Washington
BELLINGHAM: Holly & Commercial
EUREKA: 210 F St.
ABERDEEN: Heron and H Sts.
OAKLAND: 1128 Broadway
FRESNO: Mariposa and J Sts.
SACRAMENTO: Tenth and K Sts.
BAKERSFIELD: 20th and Chester
EUGENE: 7th Ave. and Willamette
CENTRALIA: Salzer Block
TWIN FALLS: 116½ Main Ave. N.
RENO: 16 E. Second

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SUITS AND OVERCOATS to Order at Popular Prices

Established for 20 years

All work done in our own sanitary workshop

Represented by E. PEGUILLAN

INFORMATION WANTED

Any one knowing the whereabouts of Martin Tuppits, a native of Easthonia, last heard of in Montevideo, South America, on board the Norwegian bark "Loto"; kindly communicate with his brother, John Tuppits, 58 Commercial street, San Francisco. 1-5-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Sutter 4673. Residence Phone Prospect 2908.

INFORMATION WANTED

Peter Ronald, a native of Norway, age 56 years, injured while acting as a boatswain on board the S. S. "Ahala" on August 22, 1919, at Hartlepool, England. Anyone knowing his whereabouts will please communicate with S. B. Axtell, New York City. 12-8-20

DEMAND THE UNION LABEL

SAN FRANCISCO

Alaska Fishermen's Letter List

Bruno, Francisco	Naban, Sebriano
Boyd, Frank	Nilsson, Carl
Carlsen, A. G.	Olson, Gustave
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Edgar J. Chaplin of Chicago, Ill., age 20, is anxiously inquired for by his father, Geo. Chaplin, 1302 W. 71st Place, Chicago, Ill. He shipped as a sailor from the Pacific Coast about 6 months ago. Anyone knowing his whereabouts kindly communicate with his father or this office.

Members of the S. S. "Brindilla" who failed to collect overtime due them in June, 1919, kindly communicate with the agent, P. McKillop, Firemen's Union, 513 Main street, Norfolk, Va. Vouchers are at hand for the following members:

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Olaf Nyhagen, a native of Bergen, age 36, is inquired for by his mother, Mrs. Dina Nyhagen, Bergen, Norway. 4-28-20

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Pacific Coast Marine

The Moore Shipbuilding Company launched the "M. F. Elliott" at the Oakland yards on Jan. 10. The "Elliott" is a tanker of 75,000-barrel capacity and was built for the Standard Oil Company of New Jersey.

The Japanese firm of Mitsui & Co. has arranged with the harbor authorities of Seattle for the use of the port commission docks for loading and discharging for a period of three years, with option to extend to six years.

Three concrete tankers built by the Shipping Board are being advertised for charter. They are the "Palo Alto," "Peralta" and the "Latham," all of 6500 deadweight tons and of class A-1E experimental. They are capable of developing ten and one-half knots. The "Latham" is at Galveston, but the remaining two are at San Francisco. The "Peralta" was previously reported sold to the Lincoln Steamship Company of New York. The Shipping Board, however, includes her in the list of three as open for charter, without explanation.

Two charters coming in a season of depression in shipping, were announced by parties concerned. The schooner "Taurus," 514 tons, was chartered by W. R. Grace & Co. from the Charles Nelson Co., to carry lumber from the north to Callao. The "Taurus" was formerly reported to have been chartered by J. J. Moore for a run to Australia, but this was canceled. The other charter was the motorship "Oronite," 1325 tons, by the Vacuum Oil Company, from A. F. Thane, to carry petroleum products in barrels and cases from San Francisco to Australia. The loading will begin in a few days.

The steamship "Queen," en route from San Francisco to Seattle, returned to San Francisco in tow of the tug "Hercules," after a 24-hour battle with heavy seas off Point Arena in which the lives of 200 passengers and crew were endangered. Breaking a crankshaft at the height of the northwest gale, the vessel tossed about helplessly until the steamer "Admiral Dewey," summoned by wireless, came to her rescue. The "Dewey" managed to get a line on the "Queen" and towed her for 25 miles until the line parted. The "Dewey" then stood by until the vessel was reached by the tug "Hercules," which towed her to San Francisco.

Negotiations for the purchase of two of the twelve German sailing ships which have been lying in the harbor of Santa Rosalia, Mexico, for the last six years are now under way between the Robert Dollar Steamship Company and the British Government. The vessels involved in the transaction are the barks "Hans," 2868 tons, and the "Thielbek," 2646 tons. According to Andrew Moran, an official of the Dollar company, representatives are now surveying the vessels in the Mexican port. Some time ago the Robert Dollar company was asked by the British Minister of Shipping to take charge of the German sailing ships allocated to Great Britain by the treaty of Versailles. Moran stated that the vessels will be towed here for reconditioning.

The Golden Gate Ferry Company, which plans to operate an automobile ferry between the foot of Laguna street in San Francisco and Sausalito, has been authorized by the State Railroad Commission to sell $1,000,000 in stock to secure funds with which to purchase the necessary boats and build required slips. The company plans to build two side-wheel steamers, capable of carrying eighty automobiles, at a cost of $650,000. These boats are expected to make the trip of 4½ miles in about 18 minutes. The Sausalito terminal is to be placed about 1200 feet south of the Northwestern Pacific ferry slip. The terminals at both sides of the bay are to cost $116,000. It is estimated by the company that operating expenses will be $262,000 a year, and income is estimated at $476,383 a year.

Resolutions for submission to the Pacific Coast Association of Port Authorities at its San Francisco meeting, January 17, indicative of the policy of uniform port charges favored by ports in this section, were adopted at a conference of the northwest section of the association at Seattle on January 7. The resolutions recommend uniform port charges for all Pacific Coast ports, subject to local conditions; handling of cargoes from ship hold to pile on wharf under one supervision, eliminating duplicate handling by dock operators from ship's sling to place of rest; absorption by the carrier of all wharfage, handling, loading and terminal charges, and extension from ten days to a period of one year of the time for application for through rates and privileges on all import cargoes.

The United States mail boat, "Pulitzer," with at least seven men on board, has been missing since December 15, and may have been lost in the Straits of Shelikof, Alaska, Secretary Payne was advised by Governor Riggs of Alaska. Both the Navy Department and the Coast Guard Service have been asked by Secretary Payne to send out searching vessels. The Government says the straits constituted one of the roughest stretches of water along the Alaskan coast, but that there was a possibility that the crew had landed at some Indian village and had not been able as yet to communicate with the outside world. The "Pulitzer" may have had some few passengers on board, the Governor's message said. The vessel plies regularly between Seward and Unalaska, a distance of 200 miles, and was last reported seen at Uyak, on Kodiak Island, just entering the Straits of Shelikof on December 15. She was due at Unga, December 18. Small boats attempting to navigate the rough waters of the straits on their way to Uyak reported they had seen no trace of her. The vessel was provisioned for about a week's cruise, it was said.

With the consignment of five more of the vessels owned by the United States Shipping board to Southampton Bay scheduled for this week, the new additions to the official marine "boneyard" of the Government will total nineteen freighters. The value of the vessels are estimated in excess of $40,000,000—the cost of their construction. The five freighters to be laid up this week are the "Fort Wayne," "West Ira," "West Cadron," "West Kebar" and the "West Honaker." The latter two crafts are new vessels built at the plant of the Los Angeles Drydock and Shipbuilding Company. The other three steamers were operating in the Oriental service for private owners under the managing agency agreement. A plan to permit families in the vicinity of Martinez to use the tied-up freighters for homes failed, due to the action of the Shipping Board in refusing sanction. It is stated that with the change in the administration at Washington, an investigation will be started to seek some plan whereby the nineteen vessels can again be placed in service.

Congestion of ships at both ends of the Panama Canal has become so acute that the Government will inaugurate a night quarantine service, according to word just received. Recently more than two score ships have been held at Balboa and Cristobal waiting to proceed through the waterway. The coal embargo at Panama, which had been in effect for the last four months, has also been lifted. During the period of the embargo vessels were supplied only with enough fuel to carry them to the nearest coaling port. In reference to the night quarantine service, the report states that vessels from ports not subject to a yellow fever qaurantine which pass the breakwater at Cristobal harbor before 10 o'clock at night will be boarded and passed by health officials, unless such inspection is definitely refused by the agent of the ships prior to the arrival at the canal. The same rule will apply to vessels arriving at Balboa on a line between San Jose and No. 2 buoy. The new quarantine practice was put into effect by Jay J. Morrow, acting governor of the canal zone.

A number of navy yard mechanics made the trip out to the Farallone Islands this week on the tug "Navigator" to install a new radio compass station to replace the plant recently destroyed by the heavy storm that visited the coast. Workmen attached to the yard radio station have in the past few months done much work on the California coast in the installation of the new radio compass stations, through which the ships of the Navy may obtain their bearings under any weather conditions, and the station at the Farallone Islands is considered one of the most important on the western seaboard. The operation when applied to the radio compass is as follows: The ship desiring bearings calls the compass station by wireless. The instrument at the station is adjusted so that the exact direction from which the call proceeds is noted. Consulting a chart, the angle of the direction from which the signal comes is figured out in degrees on a north-and-south basis. The degree reading is then wirelessed the ship. The commander usually has a good idea of how far out from the shore he is sailing, and can then on a chart lay down the angle existing between the ship and the station, and thus determine his approximate position. In a case where he can get in touch with two or more compass stations at the same time, the angle readings from each station can be plotted out, and the intersection point of the directions shown by the readings from the different stations determine the exact position of the ship. The time required to get a reading in this manner is from three to six minutes. Mare Island radio officials have proposed that an electro-magnetic cable be laid through the Golden Gate, which the ships might follow absolutely by the use of instruments upon the vessels. Plans for the proposed cable have been prepared by Commander H. M. McCormack, U. S. N., radio officer here, but no appropriations have been made available for the work. Such a device, it is said, would be invaluable to merchant ships as well as to the Navy, and it is possible that the next few years will see its installation.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv

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(Continued on Page 11)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 12, 1921.

VALEDICTORY.

The world does move!

Last week the JOURNAL came out in a new dress, i. e., book paper finally had to make way for the more inexpensive newsprint paper. And next issue the JOURNAL is to have a new editor.

After eight years of service as editor-in-chief the present incumbent has been retired. By a majority of 44 the members of the Sailors' Union of the Pacific, who were sufficiently interested to express their choice for that particular job on the ballot, have decided to employ new talent. Well, these few words are written only to assure the readers of the JOURNAL that there is not a trace of rancor or bitterness in the heart of ye editor for having been relieved of the grave responsibility which that position carries with it.

It has been a genuine pleasure to work for the men who earn their livelihood upon the water. It was an honor to be the pupil of Walter Macarthur and it has been a real privilege to be enabled in the columns of this paper to expound the policies of that grand old man—Andrew Furuseth.

The whole history of the seamen's movement for collective self-help, better known as "unionism," has been inspiring, but the last eight years have been particularly so. During those eventful years the La Follette Seamen's Act was placed upon the statute books of America and American seamen were made free men. In the same period the membership of the International Seamen's Union of America has increased from less than 20,000 to 115,000. Wages and working conditions have improved approximately one hundred per cent. An International Seafarers' Federation was organized and the seamen of the world have endorsed the principles of the American Seamen's Act. On the Pacific Coast a Seafarers' Council has been formed and closer fraternal relations have been established between the licensed officers' associations and sailors', firemen's and cooks' unions.

In all of these momentous matters the JOURNAL has taken a direct and prominent part. So if results count for anything the retiring editor can have no reason for regrets.

No doubt, some of the younger generation of seamen have at times considered the editorial policy of the JOURNAL as old-fashioned. And ye editor rather proudly pleads guilty to that charge.

With voice and pen the present editor has demanded that agreements with employers are not mere scraps of paper. With still greater emphasis the O. B. U.'s and the I. W. W.'s have been denounced and their disruptive methods dissected. The many attempts by certain workers ashore to inveigle the seamen's union into ill-advised strikes and to enforce questionable boycotts on shipbuilders through the seamen's unions, have been vigorously opposed year in and year out. The columns of the JOURNAL have never been closed to any sort of constructive criticism but attacks, sneers or slurs at any religion or religious institutions have been denied publication. Seamen's "rights" have always been championed, but no effort has been spared to drive home the truth that rights and privileges cannot be maintained without the corresponding assumption of duties and responsibilities.

Perhaps this policy has not always been the most diplomatic or popular but it has been sincere and true to the high ideals of the pioneers who established this little paper more than thirty-three years ago. And if the writer were compelled to live the last eight years over again he would surely not do any different than the record shows.

To the host of good and forbearing friends in and out of the seamen's union movement who have made the retiring editor's life pleasant by helpful criticism and an occasional word of encouragement a debt of gratitude is hereby acknowledged.

Au Revoir!

ATTACKING THE INITIATIVE.

Due largely to the warning which California newspapers sounded, the attempt to break down the Initiative provision of the State Constitution, by requiring a 25 per cent. petition to initiate a measure affecting taxation, was defeated on November 2nd last, with a majority of 123,598 against it.

The vote opposing this measure approached half a million,—421,945; while the vote supporting it was only 298,347. This majority would have been greater had not a large number of voters, who have the utmost faith in the initiative, been led to believe that in voting for No. 4 they were voting against radical land reforms. Even so; the people of California have again gone on record, by an overwhelming majority, in favor of the Initiative in State government.

As will be recalled, the Initiative, Referendum and Recall were adopted by the people of California in 1911 by a vote of three to one. Because of this, government "of the people, by the people, for the people" became a reality in California, and the enemies of such government, believing in the "divine right" of the "powerful few," have never ceased to attack this provision, and every session of the Legislature, and recurring elections have seen attempts to break down and destroy these provisions, particularly that of the initiative.

In the last session of the Legislature the attempt was made to pass the very same amendment that the people so overwhelmingly defeated on November 2nd. It is reported that another attempt will be made in the present session.

The plan this time is to have all matters affecting taxation excluded from initiative prerogative on the ground that legislative measures affecting taxation are not subject to the referendum. Of course the thing that is sought is control of taxation, for control of taxation is control of State government.

The argument given is misleading and contains as little logic as any of the other proposals to take away from the people a fundamental and inherent right of self-government, and particularly in questions of taxation, the most important function of government.

To attack the Initiative, therefore, on this ground is but another disguised attempt to deprive the people of control of taxation. Surely no member of the present Legislature would vote for such a measure in the face of the overwhelming expression of the people which was registered at the last election.

HARMONY IN JAPAN.

Harmony has been reached among the organizations of seamen in Japan recently, so that out of 48 separate societies, 37 have decided to join the Yuaikai (the national federation of labor) and to form a branch of that society for seamen. The entire membership of the seamen's societies now numbers 60,000. At first there was an opposition to the idea of making the Yuaikai the center of the federation, but the objection was removed and the decision to amalgamate was reached on November 8, last.

The new federation of seamen will include 13 societies in Yokohama, 11 in Kobe, 5 in Osaka, 5 in Kyushu and other groups throughout the country, totaling 37 societies out of 48, the remaining 11 societies either having disbanded or disappeared. The membership of the federated societies will include about 20,000 sailors, about 30,000 from the engine room and about 10,000 from the stewards' department, totaling 60,000.

The presidents of the 37 societies and the chiefs of different sections of the societies met in a conference in Yokohama, on November 11, to perfect the affairs of the federation.

The Seamen's Federation of Japan will have its principal headquarters in Yokohama, which is near Tokyo, the capital, with branches in Kobe, Moji (or Wakamatsu), Otaru in Kokkaido, Dairen in Manchuria, Keelung in Formosa and other important points. It is expected, according to the Asahi, a Japanese newspaper, that the federation will work for the equalization of seamen's wages, so that low scale steamship companies will hereafter find it difficult to secure their crews.

Here's success to the new Japanese Seamen's Federation!

There may be much to arbitrate, but there never will be anything arbitrated between the strong and the weak.

LABOR AND THE CHURCHES.

One of the remarkable and encouraging developments of the times is the manner in which the churches are coming to the aid of labor in the war which has been declared by the employers of America.

Following the activities of the Interchurch World Movement in investigating the steel strike, the social action department of the National Catholic Welfare Council has issued a statement in which it declares that the attitude of employers against union labor "threatens the whole structure of industrial peace and order." The statement reads in part as follows:

The "open-shop" drive of certain groups of American employers is becoming so strong that it threatens not only the welfare of the wage earners but the whole structure of industrial peace and order. Employers sometimes favor the "open shop" because they do not want to be limited in the employment of men to union members. But the present drive is not of that kind. The evidence shows that in its organized form it is not merely against the "closed shop," but against unionism itself and particularly against collective bargaining. Of what avail is it for workers to be permitted by their employers to become members of unions, if the employers will not deal with the unions? The workers might as well join golf clubs as labor unions if the present "open-shop" campaign is successful.

The "open-shop" drive masks under such names as "The American Plan" and hides behind the pretense of American freedom. Yet its real purpose is to destroy all effective labor unions, and thus subject the working people to the complete domination of the employers. Should it succeed in the measure that its proponents hope, it will thrust far into the ranks of the underpaid body of the American working people.

The bishops of the National Catholic War Council, who issued the program of social reconstruction, said: "It is to be hoped that this right—the right of labor to organize and to deal with employers through representatives—will never again be called into question by any considerable group of employers." The archbishops and bishops of the United States in their pastoral letter proclaimed again "the right of the workers to form and maintain the kind of organization that is necessary and that will be most effectual in securing their welfare."

The unions were necessary even during the war, when working people found their labor in great demand. They are still more imperative now, and they must keep their strength and grow. Otherwise we shall see a repetition of the old bad days when the workers were utterly dependent upon their employers.

There is great danger that the whole nation will be harmed by this campaign of a few groups of strong employers. To aim now at putting into greater subjection the workers in industry is blind and foolhardy. The radical

During the war the national war labor board recognized and protected a genuine kind of "open shop," one which assured the non-union man freedom and the members of the union the right of collective bargaining. That is not the kind of "open shop" for which the drive is now being made.

Greetings and all good wishes to the delegates assembled at the Philadelphia convention of the International Seamen's Union of America, one hundred and fifteen thousand strong! My, how we have grown!

Chester H. Rowell of California, one of the Shipping Board Commissioners recently appointed by President Wilson, has resigned to become a member of the State Railway Commission of California.

The Senate Committee on Commerce has reported favorably the House bill providing for medals for heroic men of the American merchant marine during the war.

Approximately 200 steel cargo boats have been laid up by the Shipping Board to date as the result of the decline in freights, and more are to come, according to Admiral Benson, chairman of the Board.

DUTY AND RESPONSIBILITY

(By Andrew Furuseth)

"Based upon these principles, it is among our objects; to use our influence individually and collectively for the purpose of maintaining and developing skill in seamanship."—Preamble of Constitution.

It would be perfectly true to say that during the last 50 years the shipowners of the United States have followed a policy, the inevitable result of which was the destruction of skill in seamanship. In some mysterious way they evidently came to the conclusion that a seaman may be an unskilled man, and that profitable management consisted in having one or two, or in a large vessel perhaps four, skilled men, the rest to be unskilled but good "driving stock." In addition to this, it was thought profitable to get rid of the seamen while the vessels were lying in harbors, and to do as much of harbor work, by contract, as was fairly possible.

The result of this policy, which was fairly consistently followed on the Atlantic and the Lakes, was to create a personnel, especially in the steamers that were expected to do cleaning, scraping and painting, but who were not expected to do any work for the real upkeep of the vessel, her gear, or appliances. If a heavy line or a wire designed for mooring or towing purposes came on board a vessel, it usually came on board with an eye spliced in. The sailors were not supposed to know how to take soundings with a handlead. Shipowners appearing before committees of Congress were so accustomed to this idea of the seaman being unskilled that they were astonished when it was assumed that an able seaman should heave the lead and report the soundings correctly.

On the Pacific Coast the situation was different. The sailors were expected to be able to do any work in the handling of the ship's gear, or her appliances, and in the handling of cargo. If the sailor could not do this he made sometimes only half a trip, never more than one trip in the same vessel. As a result there developed on the Pacific Coast a highly skilled body of sailors. When in 1893 the sailors were locked out on the Pacific Coast a large number of them went deep water. The mate of a vessel which had shipped a full crew of coasting men was so astounded at their skill and the speed with which they worked in reefing off the running rigging and in bending sails, that he said, "I have a crew of boatswains." As the sailing vessel gradually passed away on that coast and small freight steamers took their place, the skill and speed with which the work was done was such that those vessels could transport cargo or freight at 30 or a higher percentage, of less cost than the same kind of work could be done on the Atlantic, and this in spite of the fact that wages were at least 50 per cent. higher.

Do shipowners of the United States really and truly desire to develop an American Merchant Marine and a sea power for America? If they do, they must be willing to create the unavoidable condition. There must first of all be developed masters who are highly skilled seamen and navigators and who know enough of national and international law to protect the ship; second, officers who can keep the vessel, her gear and appliances, in perfect working order; third, there must be able seamen who know their work and who are willing to do it. There must be engineers who can keep the engines in working order, and they must have with

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Jan. 10, 1921.

Regular weekly meeting came to order at 7 p. m., J. V. Thompson presiding. Secretary reported shipping dull, men plentiful. The Ballot Committee reported the following elected officers for the ensuing term: Treasurer, Ed. Andersen; Secretary, Andrew Furuseth; Assistant Secretary, Ed. Rosenberg; First Patrolman, E. A. Erickson; Second Patrolman, C. G. Larsen; Third Patrolman, John Pearson; Vancouver, B. C., Agent, R. Townsend; Tacoma Agent, H. L. Petterson; Seattle Agent, P. B. Gill; Seattle Patrolman, J. Anderson; Aberdeen Agent, Chas. Olesen; Portland Agent, Jack Rosen; San Pedro Agent, Harry Ohlsen; Honolulu Agent, W. Hardy; Editor Seamen's Journal, J. V. Thompson; Business Manager, S. A. Silver.

Trustees Maritime Hall Association, E. A. Erickson, J. H. Tennison, D. W. Paul, Ed. Andersen, Harry Ohlsen.

All the amendments were carried.

The following were elected the Banking Committee: Ed. Andersen, J. V. Thompson, C. G. Larsen, E. A. Erickson, J. Pearson.

The following were elected Delegates to the San Francisco Labor Council: L. P. Christensen, C. A. Wamser, J. V. Thompson, W. C. Hall, W. Cutler, E. A. Erickson, Paul Scharrenberg, O. A. Holmberg, Ed Rosenberg, F. Buryeson. J. V. Thompson, Ed. Rosenberg and E. A. Erickson were elected to represent the Union at the Seafarers' Council.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary p. t.

Vancouver, B. C., Jan. 3, 1921.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Jan. 3, 1921.
Shipping dull.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Jan. 3, 1921.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Jan. 3, 1921.
Shipping poor; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Jan. 3, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Jan. 3, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Dec. 27, 1920.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Jan. 8, 1921.

Shipping slow. Two members, Sam Baxter, No. 151, and Patrick Heneberry, No. 454, died and were buried by the Union. Ballot Committee reported return of all official incumbents to office for the ensuing term.

EUGENE BURKE, Secretary pro tem.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Dec. 29, 1920.
Shipping very slow; plenty members ashore; wage dispute on Stmr. "Queen" adjusted satisfactorily.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Dec. 29, 1920
Shipping brisk; few members ashore; Joseph Mack, Agent, convalescing slowly.
FRANK MARTIN, Agent pro tem
No. 618 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

SEAMEN'S ACCIDENT INSURANCE

(Continued from page 2)

count of compensation payable hereunder for the same injury.

Sec. 207. Any seaman or any other person entitled to compensation under this Act shall, as a condition of receiving compensation under this Act for an injury, assign to the fund all causes of action in respect thereto against any person or thing other than the employer or vessel owned by him. The commission may prosecute or compromise any cause of action assigned to the fund and shall pay into the fund any amount recovered thereby.

ARTICLE III.

Procedure.

Sec. 301. The commission shall administer the Act and for this purpose (a) shall obtain necessary statements and other information; and (b) shall cause to be printed and furnished free of charge to any employer or seaman such blank forms as it shall deem requisite to facilitate or promote the efficient administration of this Act; and (c) shall assist disabled seamen to obtain appropriate training, education, and employment, to the end that they may be restored to industry and may co-operate with the Federal or any appropriate State Board for Vocational Education; and (d) may make necessary rules, regulations, and orders, including regulation of procedure before it or its deputies, and neither the commission nor its deputies nor any State commission or commissioner authorized by it shall be bound by common law or stautory rules of evidence, but may make investigation in such manner as in its judgment is best calculated to ascertain the substantial rights of the parties and to carry out justly the spirit of this Act; and (e) shall decide all questions arising under this Act.

Sec. 302. The commission may appoint—

(a) One or more deputy commissioners at such ports of the United States as it may deem necessary and may fix the limits of the jurisdiction of each deputy commissioner and fix his salary which shall not exceed $6,000.

(b) The commission may delegate to any deputy commissioner, under such rules and regulations and subject to such conditions as it may from time to time prescribe, any of the powers, functions, or duties conferred or imposed upon the commission under the provisions of this Act, except in respect to the fund, and the deputy commissioner to whom such delegation is made may exercise the powers, functions, or duties thus delegated upon the commission under the provisions of this Act.

(c) The commission may authorize any State commission administering a workmen's compensation act to hear and determine claims for compensation under this Act, and in respect to such claims the State commission shall have the same powers as a deputy and its award shall be subject to appeal in the same manner as an award of a deputy.

Sec. 303. The commission, or any deputy commissioner by authority of the commission, shall have power to issue subpoenas for and compel the attendance of witnesses within a radius of one hundred miles from the place where a hearing is being held to require the production of books, papers, documents, and other evidence, to administer oaths, and to examine witnesses upon any matter within the jurisdiction of the commission.

Sec. 304. No person shall be required to attend as a witness before the commission or a deputy commissioner unless his lawful mileage and fee for one days attendance shall be first paid or rendered him.

Sec. 305. The witness fees and mileage shall be computed at the rate for witnesses in the court having jurisdiction on appeal, and fees and mileage for serving the petition or other papers shall be computed at the rate allowed for service of summons from such court in civil suits. Costs incurred may be taxed against either party, or apportioned between the parties, in the discretion of the deputy commissioner or of the court, as the case may be, and as the justice of the case may require.

If the commission or the deputy commissioner before whom any proceedings are brought determine that such proceedings have been brought, prosecuted or defended without reasonable ground, the whole cost of the proceedings shall be assessed upon the party who has so brought, prosecuted or defended them.

Sec. 306. In case of disobedience to a subpoena, the commission or the deputy commissioner issuing it, may invoke the aid of any district court of the United States in requiring the attendance and testimony of witnesses and the production of documentary evidence, and such court within the jurisdiction of which the inquiry is carried on, may in case of contumacy of refusal to obey a subpoena issued to any officer, agent, or employe of any corporation or other person, issue an order requiring such corporation or other person to appear before the commission or the deputy, or to give evidence touching the matter in question; and any failure to obey such order of the court may be punished by such court as a contempt thereof.

Sec. 307. (a) Every injured seaman, and, in the case of death, a person entitled to compensation or some person on his behalf, shall as soon as possible after the injury give notice to the employer and to the commission or to a deputy commissioner. Notice shall be given by delivering it personally to the employer or to his agent and to a deputy commissioner, or by depositing it in the mails in an envelope properly stamped and addressed to the last known address of the employer or of his agent in the port at which the seaman is discharged and to the commission or to the deputy commissioner at such port.

(b) The notice shall state the name and address of the seaman, the time, place, nature and cause of the accident and the nature of the injury, and shall be signed by the seaman or by a person on his behalf, or, in the event of his death, by a person entitled to compensation or by a person on his behalf, and shall contain the address of the person signing the notice.

(c) Unless notice is given within the time specified, except as provided herein or unless the employer or a superior of the seaman has actual knowledge of the injury, no compensation shall be allowed; but the commission may allow compensation if notice is filed within one year after the injury.

(d) Every employer to whom such notice is given shall immediately notify the commission in a manner to be determined by regulation of the commission.

Sec. 308. No compensation under this Act shall be allowed to any person unless he or some one on his behalf shall, within the time specified in this section, make a written claim therefor. Such claim shall be made by delivering it at the office of the deputy commissioner—

(a) Within whose jurisdiction the injury happened; or

(b) If the injury happened at sea, and not in any port, whose jurisdiction covers the port in which the voyage ends; or

(c) In whose jurisdiction the claimant is domiciled.

The claim may also be made by depositing it in the mail properly stamped and addressed to the commission or to the appropriate deputy commissioner.

Every claim shall be made on forms furnished by the commission and shall contain all the information required by the commission. Each claim shall be sworn to by the person entitled to compensation or by the person acting on his behalf, and, except in case of death, shall be accompanied by a certificate of the seaman's physician stating the nature of the injury and the nature and probable extent of the disability.

All original claims for compensation for disability shall be made within sixty days after injury. All original claims for compensation for death shall be made within one year after the death. For any reasonable cause shown, the commission may allow original claims for compensation for disability to be made at any time within one year after injury. For any reasonable cause shown, the commission may waive the provisions of this section.

Sec. 309. The master of every vessel with a crew of five or more men shall post and keep posted in such part of the vessel as to be accessible to the crew a printed or typewritten notice in a form to be prescribed by the commission, which shall contain the provisions of this Act in respect to notice and claim for injury.

Sec. 310. The time within which claim for compensation must be made shall not run against an employe while he is entitled to wages under maritime law.

Sec. 311. (a) The deputy commissioner having jurisdiction shall, upon presentation of the claim by the beneficiary and upon the completion of any regulation or hearing provided by the regulation of the commission, determine and make a finding of facts thereon and deny or fix the amount of compensation which shall be paid from the fund unless an appeal is taken from the claimant to the commission as herein provided. Notice of the hearing shall be given to a representative of the fund as determined by a regulation of the commission, and the claimant may appear at any hearing before the commission in person or by counsel.

(b) Any claimant may appeal to the commission from the determination of the deputy commissioner within thirty days and the commission shall after consideration of the claim and after any other investigation or hearing ordered by it, make a finding of facts and affirm, make, or deny the award, or increase or decrease compensation.

(c) The commission may direct the deputy to certify to it the papers in any case pending before him and he shall thereupon suspend consideration thereof and the commission shall then proceed as in the case of an appeal by claimant.

Sec. 312. The jurisdiction of a deputy commissioner shall be continuous, and he may on his own motion or application of the beneficiary or of the fund by order diminish or increase the compensation previously awarded, or, if compensation has been refused or discontinued, award compensation. An appeal shall be allowed from any order of the deputy commissioner modifying or ending an award, as from the original award.

Sec. 313. (a) Any claimant who is dissatisfied with any award of a deputy commissioner or of the commission may file an action in the district court of the United States in the district in which the deputy commissioner was sitting when he made the original award. The suit shall be against the fund and service may be made on any deputy commissioner or on the commission or such other officer of the fund as may be provided by regulation of the commission.

(b) In such suit the findings of fact and the award of the deputy commissioner and of the commission, if the case has been appealed to the commission and the transcript of the testimony taken before the deputy commissioner, shall be filed in the clerk's office of such court, and the findings of facts shall be conclusive. The transcript of testimony so filed may be offered in evidence by either party in such suit.

(c) If either party shall apply to the court for leave to adduce additional evidence, and shall show to the satisfaction of the court that such additional evidence is material and that there were reasonable grounds for the failure to adduce such evidence in the proceeding before the deputy commissioner, the court may order such additional evidence to be taken before him and to be adduced upon the hearing in such manner and upon such terms and conditions as to the court may seem proper. The deputy commissioner may modify his findings as to the facts, and make new findings, by reason of the additional evidence so taken, and shall file such modified or new findings, which, if supported by testimony, shall be conclusive, and his recommendation, if any, for the modification or setting aside of his original order, with the return of such additional evidence.

(d) No deposit or bond for costs shall be required of the claimant.

(e) An appeal may be taken on questions of law only by writ of error to the circuit court of appeals in the circuit in which the decree was rendered, and the decision of said court shall be final, except that it shall be subject to review by the Supreme Court upon certiorari, as provided in sections 239 and 240 of the Judicial Code. On writ of error taken by a claimant no security of the cost shall be required, and the payment of compensation shall be continued unless the district court shall order a stay.

Sec. 314. After the injury the seaman shall, as frequently and at such times and places as may be reasonably required, submit himself to examination by a medical officer of the United States or one designated by the commission. The seaman may have a duly qualified physician, designated and paid by him, present, to participate in such examination. For all examinations after the first the seaman may in the discretion of the commission, be paid his reasonable traveling and other expenses and loss of wages incurred in order to submit to such examination. If the seaman refuses to submit himself for or in any way obstructs any examination, his right to claim compensation under this Act shall be suspended until such refusal or obstruction ceases. No compensation shall be payable while such refusal or obstruction continues, and the period of such refusal or obstruction shall be deducted from the period for which compensation is payable to him.

In case of any disagreement between the physician making an examination on the part of the commission and the seaman's physician, the commission shall appoint an impartial physician, duly qualified, who shall make an examination.

Sec. 315. Where an injured seaman is discharged or left behind in an American territory or possession, or in a foreign country, depositions respecting the circumstances and nature of the injury may be taken upon the application of either party and with such notice to the opposing parties as the nature of the case may permit before the governor or his deputy, or any judge or magistrate in the American territory or possession, and by any American consular officer in the foreign country, and if so taken one copy shall be given to the seaman and one shall be transmitted by the person by whom they were taken to the commission, and such depositions or certified copies thereof shall in any proceedings under this Act be admissible in evidence.

ARTICLE IV

Federal Seamen's Compensation Fund

Sec. 401. There is hereby created in the Treasury a separate fund to be known as the Federal seaman's compensation fund and to be composed (a) of all payments into the Treasury to the credit of the fund, (b) of property and securities acquired by and through the use of moneys belonging to such fund, and (c) of interest earned upon moneys belonging to such fund and (d) of interest earned upon moneys belonging to such fund and deposited or invested as provided by this Act. The fund shall be maintained for the purpose of securing the payment and furnishing of the compensation provided by this Act. The fund and its accretions are hereby permanently appropriated for the payment of such compensation and for the payment of expenses as provided in this Act.

Sec. 402. The fund shall be administered by the commission. The Treasurer of the United States shall be the custodian of all moneys and securities of the fund, which moneys and securities shall be deemed not to be money or property of the United States, but to be held in trust for the fund; he shall give a separate and additional bond in the amount to be fixed and with securities to be approved by the Secretary of the Treasury and the Comptroller of the Treasury, conditioned upon the faithful performance of his duty as custodian of the fund.

Advances to disbursing officers out of the fund shall be made on the order of the commission or a majority thereof.

Sec. 403. The Treasurer shall deposit the money of the fund in banks designated by the commission, which banks shall give bonds to guarantee such deposits in an amount to be fixed and with securities to be approved by the commission, and as to such deposits the Treasurer shall not be liable either personally or on his bond. Any portion of the fund which, in the opinion of the commission, is not needed for current requirements shall be invested by the Treasurer in such manner as the commission may determine.

Sec. 404. Neither the commission nor the United States shall be liable or responsible for the payment or furnishing of compensation beyond the extent of the fund.

Sec. 405. The commission shall have power to—

(a) Receive and receipt for payments required to be made into this fund by employers;

(b) Reinsure any risk or any part thereof;

(c) Sue and be sued under the name of "The Federal seamen's compensation fund" in any court in any action arising out of any act, obligation, or omission done, entered into, or omitted in connection with the administration, management, or conduct of the business or affairs of the fund, except that any claim in respect to compensation shall be settled as provided in this Act;

(d) Appoint such counsel, officers, experts, clerical and other employes as shall be necessary and fix their salaries and duties; but all such appointments, except counsel, shall be made from lists furnished by the United States Civil Service Commission, and the civil-service law shall apply as far as possible to all persons so appointed;

(e) Do any and all things reasonably necessary or convenient for the proper administration of the fund and the conduct of its business.

Sec. 406. The commission may delegate to any of the persons in its employment, under such rules and regulations and subject to such conditions as it may from time to time prescribe, any of the powers, functions, or duties conferred or imposed on the commission under the provisions of this Act in connection with the administration and management of the fund, and the persons to whom such delegation is made may exercise the powers and functions and perform the duties delegated with the same force and effect as the commission might have done.

Sec. 407. The expense of administering the fund and of this Act, including salaries and traveling and other expenses of the deputy commissioners and other officials and employes, except the salaries and traveling and other expenses of the commissioners, shall be charged to and paid from the fund, and shall not be otherwise appropriated for by Congress.

Sec. 408. Every employer subject to this Act shall pay annually, or at periods fixed by the commission, into the insurance fund the premium determined and fixed by the commission for the seamen employed by him in an amount to be determined under the classifications, rules, and rates made and published by the commission; and a receipt or certificate certifying that such payment has been made shall be immediately mailed to such employer by the commission, which receipt or certificate, attested by the seal of the commission, shall be prima facie evidence of the payment of such premium. The commission may by regulation provide that premiums for the several classes of seamen as grouped according to hazard may fall due on different dates so as to distribute the business of the fund as evenly as possible throughout the year.

Sec. 409. (a) The commission shall classify seamen with respect to the degree of hazard in their employment and shall determine the risks of the different classifications and shall fix the rates of premium for each of such classifications sufficiently high to provide for the payment of compensation according to the schedules established by this Act and for the maintenance of adequate reserves and surplus by the fund to the end and that such fund may be kept at all times in a solvent condition.

(b) It shall be the duty of the commission, in the exercise of the powers and discretion conferred upon it, ultimately to fix and maintain, for each class of seamen, the lowest possible rates of premium consistent with the maintenance of a solvent insurance fund and the creation and maintenance of a reasonable surplus, after the payment of legitimate claims for compensation that it may authorize to be paid from the fund and the expense of administration thereof. In order that such object may be accomplished, the commission shall observe the following requirements in classifying seamen and fixing the rates of premiums for the risks of the same:

1. It shall keep an accurate account of the money paid in premiums by each of the several classes and the disbursements on account of compensation to employes thereof, and it shall also keep an account of the money received from each individual employer and the amount disbursed from the fund on account of compensation to the seamen of such employer.

2. Ten per centum of the money that is paid into the fund shall be set aside for the creation of a surplus until such surplus shall amount to the sum of $50,000, after which time the sum of 5 per centum of all the money paid into the fund shall be credited to such surplus fund until such time as, in the judgment of the commission, such surplus shall be sufficiently large to guarantee a solvent insurance fund.

3. In the event that the amount of premiums collected from any employer at the beginning of any premium period is ascertained and calculated by using the estimated expenditures of wages for the period of time covered by such premium payments as a basis, an adjustment of the amount of such premium shall be made at the end of such period, and the actual amount of such premium shall be determined in accordance with the amount of the actual expenditure of wages for such period.

Sec. 410. (a) If an employer shall default in any payment required to be made by him to the fund, the amount so due shall be collected by an action at common law or in admiralty, in the name of the fund as plaintiff, and it shall be the duty of the commission forthwith to cause to be brought against each such employer a civil action in the proper court for the collection for such amount so due, and the same when collected shall be paid into the fund, and such employer's compliance with the provisions of this Act requiring payments to be made to the fund shall date from the time of the payment of such money so collected.

(b) Any employer so in default after notice of default, and while such default continues, may be enjoined on the application of the commission by any district court having jurisdiction from carrying on his business, and any vessel owned by him shall be refused clearance by the collector of any port on application of the commission.

Sec. 411. (a) There shall be for the region composing the jurisdiction of each deputy commissioner an advisory committee of the fund to consist of not more than nine and not less than three members, who shall be elected for terms of three years by the employers subject to the Act in the region, at times and in a manner to be fixed by the commission by regulation.

(b) The committee shall meet regularly at least every three months, at a date to be fixed by the commission, and shall advise the commission in respect to any matter concerning the fund or its management.

(c) At one such meeting, to be known as the annual meeting, which shall be held as near the end of the fiscal year as possible, the annual accounts of the fund for the past fiscal year, a statement of its probable expense in the current fiscal year, and of the classes and premiums fixed by the commission, shall be laid before the advisory committee by the commission.

Sec. 412. There shall be a national advisory committee, which shall consist of a representative elected annually by each advisory committee, which shall meet annually in the District of Columbia on a date to be fixed by the commission by regulation, but which shall be not less than two or more than three months after the annual meeting of the advisory committees. The committee shall consider any matter referred to it by the commission or any advisory committee or brought up by its own members.

Sec. 413. The expenses of the advisory committee and of the national advisory committee, including traveling and hotel expenses of their members, shall be paid as other expenses of the commission, and the commission shall designate from its employes secretaries of the advisory committees and of the national advisory committee.

Sec. 414. Premiums in respect to seamen employed by any corporation in which the United States owns 51 per centum or more of the stock shall be payable in the same way as other expenses of operation of such corporation are paid. Premiums in respect to seamen subject to this Act and employed by the United States, any Territory, District, or any political subdivision thereof shall be paid as are other expenses of operation of the vessel for the service of which such seamen are employed.

ARTICLE V

Miscellaneous

Sec. 501. (a) Every employer shall furnish the commission, upon request, all information required by it to carry out the purposes of this act. In the month of June of each year, every employer subject to this act shall prepare and mail to the commission at its office a statement containing the following information: The number of seamen in his employ during the preceding year from July 1 to June 30, inclusive, classified as required by the commission; and the aggregate amount of wages paid to such seamen. Such information shall be furnished on blanks to be provided by the commission and it shall be the duty of the commission to furnish such blanks to employers free of charge. Every employer receiving from the commission any blank, with directions to fill out the same, shall cause the same to be properly filled out so as to answer fully and correctly all questions therein propounded, and to give all information therein sought, or if unable to do so, he shall give to the commission in writing good and sufficient reasons for such failure. The commission may require that the information herein required to be furnished be verified under oath and returned to the commission within the period fixed by it or by law. Any employer who shall fail or refuse to furnish to the commission the annual statement herein required, or who shall fail or refuse to furnish such other information as may be required by the commission under authority of this section, shall be liable to a penalty of $500.

(b) All books, records, and payrolls of employers subject to this Act showing or reflecting in any way upon the amount of the wage expenditures of such employers shall be open during regular office hours for inspection by the commission or any of its authorized deputies, auditors, inspectors, or assistants for the purpose of ascertaining the correctness of the wage expenditure, the number of persons employed, and such other information as may be necessary for the uses and purposes of the commission in its administration of this Act.

(c) Any employer who knowingly misrepresents to the commission the amount of pay roll upon which the premium under this Act is based shall be liable to the fund in a penalty equal to ten times the amount of the difference between the premium paid and the amount the employer should have paid.

(d) The information contained in the employers' reports to the commission shall be for the exclusive use and information of the commission in the discharge of its official duties, and shall not be open to the public nor be used in any court in any action or proceeding pending therein unless the commission is a party to such action or proceeding; but the information contained in said report may be tabulated and published by the commission in statistical form, for the use and information of other departments and the public. Any person in the employ of the commission who shall divulge any information secured by him in respect to the transactions, property, or business of any employer to any person other than the members of the commission while acting as an employe of the commission shall be fined not less than $100 nor more than $500 and shall thereafter be disqualified from holding any appointment or employment with the commission.

Sec. 502. Nothing in sections 4283-4289, inclusive, of the Revised Statutes, nor in section 18 of the Act entitled "An Act to remove certain burdens on the American merchant marine and encourage the American foreign carrying trade and for other purposes," approved June 26, 1884, nor in section 4 of the Act entitled "An Act to abolish certain fees for official services to American vessels and to amend the laws relating to shipping commissioners, seamen, and owners of vessels and for other purposes," approved June 19, 1886, nor in the Act entitled "An Act relating to navigation of vessels, bills of lading and to certain obligations, duties and rights in connection with the carriage of property," approved February 13, 1883, shall apply to any provision or any other liability imposed by this Act.

Sec. 503. (a) Penalties incurred by any person under this Act shall be collected in a civil action by the commission and shall be paid into the fund and become a part thereof.

(b) The commission may recover in one action all penalties or portions of penalties under the provisions of this Act incurred by the same defendant prior to the time when such action is brought, and successive actions may be brought for the recovery of all penalties or portions of penalties subsequently incurred.

Sec. 504. If this Act is repealed or adiudged unconstitutional by the courts, the period intervening between the time the injury is sustained and the time of such repeal or final adjudication of unconstitutionality shall not be computed as a part of the time limited by law for the commencement of any action against the employer relating to such injury; but the amount of any compensation paid or furnished under this Act on account of such injury shall be deducted from any judgment for damages on account thereof.

Sec. 505. (a) Any employer, or any person on behalf of any employer, who deducts from the earnings of any seaman any part of the premium payable to the fund or fails or refuses to pay premiums to the fund, or willfully misrepresents any facts in regard to his premium payable to the fund, each month of delay in paying premiums to constitute a new offense; or

(b) The master of any vessel who fails to post or keep posted the notice required by this Act; or

(c) Any person who, for the purpose of obtaining for himself or another any benefit or payment under this Act, willfully makes a false statement or representation shall be guilty of a misdemeanor and shall be punished by a fine of not more than $500, or in case of any offense subsequent to the first, such fine and imprisonment of not over six months, at the discretion of the court.

(d) Any person who fails to perform any duty imposed upon him, or does anything forbidden by this Act or by the regulations of the commission, shall be punished by a fine of not more than $100, except as otherwise provided herein.

The Attorney-General of the United States shall prosecute actions under this section, and all fines recovered hereunder shall be paid into the fund and become a part thereof.

Sec. 506. Any compensation which has been paid to a person not entitled thereto may be recovered in civil action at the suit of the com-

(Continued on Page 11.)

OUR WASHINGTON LETTER

(By Laurence Todd.)

Brilliant success has been scored by the new liberal alliance, speaking for labor at the Capitol, in the defeat of the Esch bill, which would have turned the railroad shops over to dummy companies running on an anti-union basis and charging fabulous prices for their work, which the public would be compelled to pay.

President Wilson was induced by the liberal alliance to veto the bill. It had been slipped through the Senate and House by trickery and without giving the members an idea of its real meaning. It was perhaps the most brazen grab attempted in Congress in a generation. Yet had it not been that the sixteen standard railroad labor organizations and the La Follette group in the Senate and House had agreed upon a joint plan of protecting the public, the bill would probably have been signed and the whole scheme of looting of the public and smashing the labor unions in the railroad industry would have gone smoothly ahead.

Johnston of the Machinists sent a strong protest to President Wilson on behalf of the railroad men. Senator La Follette wrote a letter to the President—the first in four years. Secretary of Labor Wilson was induced to take a hand. Great quantities of information showing the scandalous robbery of railroad stockholders by the "insiders" in the past, under this plan, were dug up from the records of old hearings. Three Senators had their pockets full of data for a long debate when the veto arrived. The railroad Senators, led by Kellogg of Minnesota, were dumfounded by the veto. When they realized that organized labor, under new and aggressive leadership at the Capitol, had beaten them at their own game, they abandoned all hope of passing the bill over the veto. They decided that the less light shed upon the purpose of their bill the better for their political health.

This triumph opens a new chapter in labor lobbying before Congress. Henceforth the politicians will understand that it is the spokesmen of this liberal conference, and not the two men sent to "the hill" by the Executive Council of the A. F. of L., whom they have to fear. The A. F. of L. Legislative Committee will henceforth have to show, in competition with the more aggressive and experienced group, that they are in fact handling labor's cause at the Capitol. The situation favors the rise of the new alliance and the decline of the lobbying activities of the A. F. of L. executives.

How utterly independent and confident is this new group, which directly involves at least one-third of the A. F. of L. membership, along with progressive organized farmers, is indicated by two steps taken this week by the International Association of Machinists, which is the most active factor in the combination. The Machinists' General Executive Board voted to empower its general secretary, E. C. Davison, to begin a nation-wide fight for the lifting of the Russian blockade, and it authorized the trip of its president, Wm. H. Johnston, to Mexico City to attend the Third Pan-American Labor Congress and to cultivate closer relations with the Metal Workers' organizations of Mexico and Central and South America.

Davison is sending to all of the 1500 lodges of the I. A. of M. in the United States a letter, urging the lodges to promptly and vigorously take up in their central labor councils and State federations, and with the commercial and manufacturing associations also, the necessity for opening trade with Russia in order to create a market for American goods. He gives an idea of the quantities of American goods which Soviet Russia wants to buy for cash, and points to the dangerously high percentage of unemployed in this country already, with the black prospect of worse times before Spring.

He adds to this business argument a plea for common humanity toward the Russian people, especially their sick and wounded and starving, who have been denied aid by the policy of our State Department. But primarily his plea is for an expression of the determination of the people of America—the working people—to protect their own employment rather than starve themselves in order that the State Department may vent its spite upon the type of government created by and for the Russian workers.

In this connection, the news of the formal alliance of the French Socialists with the international Communist revolutionary movement, and their open challenge to the French Government, has caused a great deal of anxious discussion among labor officials and politicians here. Among the best-informed the opinion is held that France and Italy are rapidly approaching a collapse of their present political and economic systems, due to the growth of the Communist organization and the failure of the governments to find revenue with which to pay their current expenses.

That the hold of reactionary governments and employers alike, in Western Europe, is weakening, is indicated by the calling of a joint conference at Brussels next month, under auspices of the Labor Office of the League of Nations, to seek an agreement between shipowners and seafarers on the latter's demand for a 44-hour week, both at sea and in port. Europe is not talking about restoring the 10 or 12-hour day. Labor does the talking, and it is of a reduction in working hours.

At the seafarers' and shipowners' conference in Genoa last summer a draft convention covering this matter of the shorter work week was agreed upon, but the League of Nations at Geneva failed to ratify it. The Brussels conference of the Seafarers' Federation, held later, adopted a resolution demanding the eight-hour day and 44-hour week. This demand was conveyed to the Labor Office of the League of Nations, which arranged the January conference which may bring about an agreement by direct negotiations. The shipowners at Genoa conceded the eight-hour day in port and would even agree to a three-watch system for all days of the week, but they stuck at the 44-hour maximum.

Andrew Furuseth has been invited to represent American seamen at this conference, but has declined because American shipowners will not be represented. However, he has written the European unions that the seafarers here will undertake to match any gains made by the Europeans. The effect of an agreement on the 44-hour week will be, he says, to enable American ships to compete on better terms than ever before with ships of other countries. For that reason European governments must be worried indeed as to general labor conditions when they permit such a change to be seriously considered.

At a time when the "open shop" movement is getting the universal odium which it deserves, by exposure of the fraud, brutality and greed in which it is conceived, there comes a special contribution from Akron, O., in the form of the discovery that ten prominent officials of labor unions in that city were hired spies of the Corporations' Auxiliary, of Cleveland.

The Akron "Herald," organ of labor there, devotes its Christmas issue to the expose of these provocative agents of the detective bureau. It prints a confession by a man recently treasurer of the Akron Central Labor Union, showing how each spy had a code number in place of a name on the books, and how they sent in reports on labor meetings, committee work, etc., and undertook in general to betray the labor movement to its active enemies. Photographs and records of other men—officials in the Carpenters, Steamfitters, Machinists, Bricklayers, Molders, Street Railway Men—are published in this paper, together with statements by the business agent of the Machinists' lodge and others.

A dramatic scene was furnished the Central Labor Union when the traitors were summoned to a meeting, their crimes recited to them, the written evidence of their treachery displayed, and they were called upon to answer. They confessed. Several who failed to come to the meeting were found to have left the city. It appeared that the most active of these "conservative" or "radical" spies—they included both kinds—had been imported into Akron several years back, for the express purpose of destroying the unions.

They had fairly good success before they were caught, just when a general "open shop" drive in Akron was getting under way.

* * *

Thos. F. Flaherty, secretary of the National Federation of Postoffice Clerks, asks the trade unionists of America to make a New Year resolution to help reduce night work in the postoffice. This can be done by mailing your letters early in the day. Seventy-five per cent. of all letters are handled between 5 and 8 p. m. This means night work in the service, with impaired health and no home life for the employes. It also means that a great part of this late letter mail is delayed in transmission. Letters mailed in the middle of the day reach their destinations several hours or perhaps a full day sooner than those mailed in the late hour rush.

The National Association of Letter Carriers and the Railway Mail Association join in the request.

The strength of organized labor lies in its weakness. That which it lacks in power of compulsion it gains by appeal to rational human ambition and intelligent perception of right and wrong. Right enjoined by force becomes wrong, and therefore fails.

JAPANESE LABOR AWAKE

A Japanese Federation of Labor will become a fait accompli at the end of January next when a grand conference of all the leading labor organizations will open in Tokyo and formulate plans. At the general meeting of the Yuaikai on its eighth anniversary, on October 4, it was proposed that the unity of all labor was the first condition toward realizing the labor aspirations; and a federation, modeled after the American Federation of Labor, was suggested. The suggestion was favorably received and the Yuaikai is now preparing for preliminary arrangements. The Yuaikai and other labor organizations will appoint an organizing committee which, independent of the Yuaikai, will arrange for the opening of the grand conference next year.

There are more than one hundred thousand workmen who belong to labor organizations and, once united, they will constitute a formidable power. The questions to be discussed at the grand conference are not yet decided upon, but the creation of the Federation of Labor will be a question of the utmost importance. It is also expected that the grand conference will debate whether to pursue parliamentary politics or adopt direct action. The grand conference, at any rate, must be regarded as marking a new era vis-à-vis labor in Japan.

In the western part of the country, with Osaka as its center, about twenty labor organizations have formed a federation, chief among them being the Yuaikai with 5,000 members; the Kojokai, 4,000 members; the Osaka Iron Works, 1,600; the Union of Electrical Workers, 1,600; the Printers' Association and Copper Workers' Union, each with 800 members. This western federation is expected to join the national federation. When the Japanese Federation of Labor is organized, evils attendant on smaller labor organizations standing apart will be eradicated, the workers' welfare will be more systematically and substantially promoted, while the publication of an organ, mutual help, holding of lecture meetings and many other welfare enterprises will be conducted under the management of one central body.—From the North China Standard, Peking, Nov. 18, 1920.

DUTY AND RESPONSIBILITY

(Continued from Page 7)

them a crew which can assist at that kind of work.

The sailor who will not or can not do a real sailor's work is an injury to the ship, a hindrance in competition, and a shame to the calling. The fireman, oiler or watertender who will not or can not do the work above suggested ought to find some kind of work on shore. He has no place in the new mercantile marine of America. The cook who can not or will not take care of the provisions, cook and serve the food so that it may be eaten instead of thrown overboard should quit cooking at sea and find some work that he will and can do on shore.

The pride of man, and more especially the pride of seamen through the times, was that he could do his work, and that he did so his work as well as anybody. The standard was high. A seaman that could not do his share in doing the repairing made necessary through some disaster or accident was looked upon by his shipmates as a landlubber and held in deserved contempt.

If the men before the mast in American vessels can be made to see their own highest interests they will work together to make the personnel the highest skilled seamen in the world. It is on that condition, and on that condition only, that America can compete in this world's carrying trade. It is through this policy that we shall be able to make ourselves so useful and so indispensable to the shipowner, that he will hesitate seriously in trying to either decrease wages or lower living conditions.

Of course, we cannot do this without a sympathetic understanding on the part of the shipowner, a fundamental change in the policy so far obtained, except on the Pacific, and the fullest use at sea and in harbor of the ship's crew in keeping the vessel in the best operating condition, keeping her out of repair yards, and give her a quick turn around.

The locks at Sault Ste. Marie were closed Dec. 27, thus officially ending the 1920 season in the upper Great Lakes. It was the latest closing in the history of the Soo canals.

SEAMEN'S ACCIDENT INSURANCE

(Continued from Page 9)

mission, with interest at the rate of 10 per centum per annum from the date of payment, and when so recovered shall be paid into the fund and become a part thereof.

Sec. 507. No agreement by a seaman to waive his rights to compensation under this Act shall be valid. No agreement by a seaman to pay any portion of the premium paid by his employer into the fund shall be valid, and any employer who deducts any portion of such premium from the wages or salary of any seaman entitled to the benefits of this Act shall be guilty of a misdemeanor, and upon conviction thereof shall be fined not more than $100 for each offense.

Sec. 508. The commission, or any deputy thereof, shall, upon application, certify in such manner as shall be most convenient, to any employer who is the operator of a vessel, that—

(a) Such employer is subject to this Act and has paid all premiums due the fund, or

(b) Such employer is not subject to this Act; and the master, owner, consignee, or agent of any such vessel seeking clearance from any port of the United States shall present such certification at the office of clearance, and no clearance shall be granted any such vessel unless such certification is so presented.

Sec. 509. All judgments in any action prosecuted by the commission or by any other person under the authority of this Act shall have the same preference against the assets of the employer as is now or may hereafter be allowed by law for judgments rendered for claims for wages, but they shall be next in order to such claim.

Sec. 510. Any person who makes any statement, in any affidavit required or in any claim for compensation, knowing it to be false, shall be guilty of periury and shall be punished by a fine of not more than $1,000, or by imprisonment for not more than one year, or by both such fine and imprisonment.

Sec. 511. The commission shall submit annually to the Secretary of the Treasury estimates for payments to be made into the fund by the United States as an employer.

Sec. 512. The commission shall make to Congress at the beginning of each regular session a report of its work for the preceding fiscal year, which shall include a statement of the number of awards made by it, a detailed statement of the disbursements from the fund and its condition, together with a general statement of the causes of the injuries for which the awards were made, and of any other matters, including recommendations for legislation.

Sec. 513. If any provision of this Act is declared unconstitutional, or the application of any provision to certain circumstances be held invalid, the remainder of the Act and the application of such provision to circumstances other than those as to which it is held invalid shall not be affected thereby.

Sec. 514. This Act shall not affect any cause of action existing or pending before it goes into effect.

Sec. 515. All Acts and parts of Acts inconsistent with this Act are hereby repealed.

International Seamen's Union of America

(Continued from Page 5)

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Labor News

Non-union barbers employed in a large shop in San Antonio, Texas, are on strike for a living wage. They have been petted and jollied by every cheap-wage advocate, but the barbers find that this is a poor substitute for the necessaries of life.

Land ownership, and the possibility of young men and women marrying and owning the land that they till represents one of the gravest social and economic questions with which the nation has to deal, said Secretary of Agriculture Meredith in his annual report.

The Central Labor Union of Boston has voted to admit all wage earners, irrespective of A. F. of L. affiliation, to the courses offered by the trade union college which is controlled by it. One delegate said it would be foolish to restrict the benefits of the college, and cited the parallel of a labor paper, the reading of which unionists would not attempt to limit to organized workers.

The California State Federation of Teachers will urge the coming legislature to pass a tenure-in-office law which will protect teachers from arbitrary dismissal. It is stated that the average school trustee is opposed to this plan. These trustees, many of whom are political accidents, believe they know more about education than the men and women who have made this subject a life study and look upon teachers as automatons.

Federal Judge Call of Jacksonville, Florida, has issued an injunction against striking cigar makers, who are enjoined from committing murder, shooting or threatening bodily harm to strikebreakers. The unionists present their record of conduct during the strike and declare the manufacturers asked for the injunction for publicity purposes. These manufacturers only recently threatened to deport strike officials, and one newspaper has covertly suggested that these officials be lynched or run out of town.

Protection of competent public school teachers against politicians on school boards is a leading activity of the American Federaton of Teachers. "There can be little doubt," says President Stillman, "that tenure-of-office legislation is an essential, if not the essential, in securing one of our primary purposes—'to raise the standard of the teaching profession by securing conditions essential to the best professional service.' This subject calls for careful attention now, not only because of the arbitrary dismissal of competent teachers, but also because of the evident intention of certain school authorities to weaken if possible the few tenure provisions now in existence."

The Loyal Legion of Loggers and Lumbermen, a company "union," of Aberdeen, Wash., accepted a wage cut of $1 a day and then called a meeting of business men to discuss a reduction of their prices. The company "union" was applauded by the business men for agreeing to work for less but the speakers urged caution in reducing prices for commodities. One merchant said that Government regulation of food prices during the war had made it impossible for grocers to accumulate a reserve fund of excess profits. The company "unionists" are wondering if they are believed to have accumulated a surplus. They are also asking why food prices were controlled by the Government.

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"SALVAGE"

SEAMEN, do you know what you are entitled to receive for services that you perform as volunteers in saving life and property at sea? If you don't, get a copy of Axtell's Book, "Rights and Duties of Merchant Seamen." It covers this subject completely. Why should you sign papers for a runner from a lawyer's office, to collect what you have earned, if, by knowing the law, you can get it without doing so. Do you know that it is contrary to law and ethics of the profession for a lawyer to employ a runner or pay a runner or any other person any portion of his fee for getting business for him; that such an attorney is not regarded as fit to practice in the majority of States in the United States? In cases where a lawyer represents the whole crew, including officers and men, 15% is a fair charge, for collecting the money where it does not involve litigation. This book contains a complete digest of the Constitution of the United States and the Statutes of the United States pertaining to seamen, officers, consuls and owners, their rights and duties to themselves and to each other.

Overtime, personal injuries, wrongful discharge, waiting time, penalties are fully discussed in this little volume.

The actual cost of publication is 65c. The price is $1.00 in single copies. In orders of ten, a discount of 10% is allowed. In lots of twenty 20% is allowed, in lots of twenty-five 25% discount, in lots of one hundred 30% discount. In other words, in lots of one hundred there is 5% to cover cost of shipment.

The author, Silas B. Axtell, Attorney for the International Seamen's Union of America, in nine fights before the Supreme Court of the United States to enforce the Seamen's Act, Attorney for the Seamen's, Firemen's and Cooks' organizations in innumerable legal battles, is the leading authority on the law pertaining to seamen.

There are only 2000 copies of this book to be disposed of. They are going at the rate of 250 per week by mail order alone.

This is what Harry Olsen, who initiated Mr. Axtell into the Sailors' Union of the Pacific before he went on board the "West Calumb" as ordinary seaman in September, 1919, says:

> "Your book, 'Rights and Duties of Merchant Seamen,' ought to be in the hands of every seaman. Knowing the law would settle a good many disputes which now arise. I will do my best to further the sale of the book and to start with I enclose P. O. Money Order for $20.00 for which kindly forward twenty books as soon as you can."

The following is quoted from a letter just received from Frank Manning, an American Seaman, who met with a serious accident on board an American ship. After stating the facts in his case and asking for assistance and advice, he says:

> "Orunds Hospital, Copenhagen, Denmark, October 27, 1920.
>
> "As I am not up in the Maritime Law whatever and do not pretend to know the least thing about it, it is no good for me to get into any arguments over here with these people because an uneducated person cannot cope with them. Well, Mr. Axtell, hoping to hear from you and hoping this finds you in good health, I am
>
> "Respectfully yours,
>
> FRANK MANNING,
> Copenhagen, Denmark."

Every seaman should have one of these books. "Rights and Duties of Merchant Seamen."

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INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 540 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Portland, Or., Letter List

Adams, Hugo
Ahlstrom, Kilian F.
Ahlstrom, Ellis
Ahren, Wm.
Allen, W.
Allison, Benjamin
Amundsen, Albert
Andersson, Axel
Anderson, J. A.
Anderson, Ed.
Andersson, Bill
Anderson, Herman
Anderson, Carl E.
Austin, Ed.
Amundsen, Ben
Alakaihn, Moses
Allen, I. J.
Alsio, Karl
Austin, Melvin
Backman, Peter
Baker, Eddie
Benton, G. W.
Bieler, Ben
Blake, Frank
Bohm, Frans
Carr, B.
Carmelie, Guiseppe
Custer, Kenneth R.
Danilson, Albin
Darlington, Wm.
Dikkensen, S.
Diez, H.
Doehring, Otto
Dooly, Frank E.
Douglas, Joseph
Durett, J. E.
Fisher, Chas.
Erickson, J.
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Engler, S. H.
Forsberg, Swen S.
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Hanson, Carl
Hanson, Oskar W.
Hardie, Wallace
Hatland, R.
Hogstrom, Karl I.
Holm, Harry
Heino, Gust
Huber, Charles S.
Hurley, Michael
Jacobs, Fulton
Jespersen, Martin
Johnson, C. Eilert
Johanson, John
Johnson, Alfin
Johnson, Anton
Johnson, Emil
Johanson, S.
Johnson, Louis
Kaltholm, Edw.
Kelly, Norman
Kelly, Albert J.
Kennedy, B. L.
Kjellberg, A. C.
Klaver, R.
Laine, A. A.
Larsen, Hans
Larsen, Christ
Lauritzen, Ludvik
Lavsen, Carl C.
Learstad, Peter
Leisig, John
Lovell, G.
Lundgren, Gust
Malech, Frank E.
Malkoff, Peter
Maline, Stanley
Matson, R. M.
McDermott, W. M.
McCarlif, Gail
McCroskey, Ray A.
McGregor, Thos.
McLean, M. R.
Meyer, W.
Mikkelsen, Harry
Monroe, N. S.
Nelson, Nels
Neilsen, Harry
Nelson, Nels E.
Nilsen, Christ
Nilson, Herman
Norman, A.
Nurmisto, Ovio
Olsen, Michael
Olson, T.
Olson, John
Pederson, Geo.
Peppert, Fred
Petersen, Wm.
Petterson, Charley
Petersen, Knut
Pehte, Frank L.
Pohl, W.
Pope, Bert
Prestoff, S.
Preston, E.
Rever, John T.
Ross, Geo.
Robinson, G. H.
Robertson, E. J.
Robles, Frank
Runge, R. L.
Saine, Arthur A.
Schmeltning, M.
Scott, M.
Shalin, Nils
Sibley, M.
Skogmo, Paul
Sinclair, P.
Smith, Carl J.
Slade, I. S.
Spatig, Harvey L.
Spencer, Tom
Stout, R. E.
Sullivan, Fred L.
Suvaal, A.
Svansson, Ernest
Taylor, Bert
Tensfeldt, John S.
Thorsen, Chas.
Tinsman, J. T.
Tuhkanen, John J.
Viets, Clayton L.
Walmough, P.
Walter, E.
Wallace, Chess C.
Wallace, E. J.
Wehtje, Wm. H.
Whiteside, Thos.
Wilson, J. W.
Wikstrom, Carl
Wood, E. E.
Wolf, Herbert
Walters, Fred L.
Worn, Otje
Young, Carl Henrey
Yeoman, W. E.
York, Chas. E.

Seattle, Wash , Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
Andersen, E. A. -1410
Andersen, J. F.
Andersen, C. D. -1131
Baskes, Jack
Anderson, Karl A.
Anderson, Gus
Anderson, K. P.
Anderson, H.
Anderson, Jack
Andersen, O. -1339
Anderson, J. -555
Anderson, John
Anderson, Chris
Anderson, G. N. B.
Anuersen, Adrian
Andersen, B. E.
Anderson, Hilmer
Alonzo, N.
Axelsen, Herman
Axelsen, George

Back, Soren
Baumgartel, A.
Backstrom, C.
Barentes, Joe
Ballah, Lee
Berg, H. J.
Berglund, Iver
Barrington, P.
Berger, Aug.
Belmont, Joe
Bergkvist, Axel
Bergesen, Birger
Bendixon, Hans
Berntsen, Nils
Bingham, Dexter
Blomgren, Adolf
Blindheim, A. E.
Blomgren, Carl
Boyle, Andrew
Bretsen, Jos.
Brown, H.
Brown, Martin
Braun, T.
Bunden, L. W.

Carlson, M. -906
Carr, A.
Campbell, John R.
Christensen, E. O. H.
Chekan, W.
Clifford, H. W.
Clair, A.
Clark, Sterling

Danielsen, O. E.
Degerstedt, Karl
Devich, Joseph
Donovan, J. J.
Donnelly, R. A.
Dunham, Dexter
Duncan, T. W.
Dunne, F.
Dutton, Henry

Edin, Gust
Engberg, O. L.
Engvall, J. A.
Erikson, Einer
Erikson, E. -38

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

STATEMENT OF CONDITION OF

Anglo-California Trust Company

(Successor to Central Trust Co. and Swiss-American Bank)

Member Federal Reserve System

CLOSE OF BUSINESS DECEMBER 31, 1920

RESOURCES

Loans and Discounts	$17,492,543.74
United States Bonds and Certificates	2,832,641.27
Other Bonds	5,675,258.22
Stock in Federal Reserve Bank	70,500.00
Customers' Liability on Letters of Credit and Acceptances	184,009.59
Bank Premises and Other Real Estate	215,023.80
Cash on hand and in Federal Reserve and Other Banks	5,627,212.93
	$32,097,189.55

LIABILITIES

Capital Stock	$ 1,500,000.00
Surplus and Undivided Profits	982,455.08
Letters of Credit and Acceptances	184,009.59
Federal Reserve Bank	671,140.00
Deposits	28,759,584.88
	$32,097,189.55

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H. Fleishhacker.....Vice-President
T. C. Tilden.....Vice-President
Chas. F. Leege.....Vice-President
Louis Sutter.....Cashier and Secretary
Fred. V. Vollmer....Assist. Vice-President
C. L. Smith.....Assistant Vice-President
R. D. Brigham.....
Assistant Vice-President and Manager of Branches
Grant Cordrey .....
.....Trust Officer and Asst. Secretary
H. Blumenthal .....Assistant Cashier
Dario Righetti.....Assistant Cashier
Kenneth A. Millican.....Assistant Cashier
Otto C. Schulte.....Assistant Cashier
J. M. McCarthy.....Assistant Cashier
Elmer G. Lind.....Assistant Cashier
C. D. de Jongh.....Assistant Cashier
Henry C. Muller.....Assistant Cashier
Walter Graf.....Assistant Trust Officer
F. Engelman.....Auditor
A. L. McRowe..Manager Fillmore Branch

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Herbert Fleishhacker.....
Pres. Anglo & London Paris National Bank, San Francisco
Mortimer Fleishhacker.....President
Mark L. Gerstle.....Capitalist
Chas. F. Leege.....Vice-President
Gavin McNab.....Attorney
J. J. Mack .....
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Chas. C. Moore.....
President Chas. C. Moore & Co., San Francisco
Warren R. Porter.....
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Jas. Tyson.....
President The Chas. Nelson Co., San Francisco
Phillipp Zimmermann.....Capitalist

All savings deposits made on or before January 10, 1921, will earn interest from January 1, 1921. Open a Savings Account To-day

ANGLO-CALIFORNIA TRUST CO.
COMMERCIAL-SAVINGS-TRUST
"The City Wide Bank"
Market & Sansome Streets
San Francisco

THIRD & TWENTIETH SIXTEENTH & MISSION FILLMORE & GEARY 101 MARKET ST.

Felsch, Chas.
Fernandez, Elisio
Fex, Andrew
Framnes, Ivar
Franzell, A.
Fredriksen, B. D.
Ferslund, Victor

Gabrielsen, Peder
Gaughan, Tom
Gran, Aksel
Gravander, Nils
Greighan, P.
Graham, E.
Gragan, J. H.
Gutisen, J. H.
Gustafsen, Oscar
Gusjaas, Oscar

Hansen, S. P. -2794
Hansen, Nels -2072
Hansen, Ed.
Hansen, Edgar
Hansen, Oscar
Harms, E. E.
Haltnes, M.
Hansen, Frank
Hansen, Immanuel
Helmer, Fred
Herititz, Ivor
Hickka, E. J.
Hasselberg, Gustaf
Hape, Hans
Hoopes, Bill
Hahnqvist, E. J.

Jonas, H. A.
Johnson, Jack
Johanson, C.
Johnson, Clarence A.
Jacobs, Fulton
Johnson, E. E.
Johnson, J.
Johnson, Harry
Johnson, Gatterd
Johnson, Chris
Johansen, O.
Johnson, A.
Johnson, John S.
Jensen, V. J.
Jorgensen, Adrian
Jorgensen, D.
Julisen, C. A.

Kallo, K.
Karlson, Ingvald
Karlson, G. A. -1190
Karlson, Louis
Kaskinan, Alluri
Kallinan, Frank
K. N., -1013
Kempsen, M.
Kearney, Hugh
Kerton, Lester
Lampe, Fred
Larsen, Lars
Lambert, E. A.
Larsen, Herman
Lauritsen, Ludvig
Langman, Wm.
Leason, J. A.
Liiquest, Rudolf
Martinsen, Ingvald
Keane, John
Kisor, Adlai
Kelly, John
Klahn, Karl
Klenk, K. A.
Koppen, O.
Kristensen, N., 1093
Kristensen, K.
Kukes, Conrad
Kuten, Alex.
Lindholm, A.
Lindstrom, Geo.
Lilburger, Wm.
Linne, Theodore
Lokken, O. K.
Lundgren, Carl
Lund, Erik
Lynch, J. P.
McCoy, J. L.

Mattson, Hilding
Maline, Stanley

McLean, Angus
McVicar, P.
Meyer, Frank
Mickelson, Harry
Mickians, J.
McPherson, R.
McDonald, J.
Nelsen, Anton
Nelsen, H. -1460
Nelson, A. B.
Nelson, N. J.
Neilson, O.
Oberg, J.
Ohm, Henrich
Olsen, Fred A.
Olsen, Andrew
Olsen, E. O.
Olsen, Oscar
Olsen, Nick
Petersen, Harry
Pedersen, K. M.
Pettersen, Eric
Pettersen, Kristian
Petersen, Bjarne
Peterson, Oscar
Richardsen, J. W.
Richardson, E. C
Rod, S.
Ruhr, Hans
Sale, John
Saarni, Frank
Salvesen, T.
Samuelsen, F. N
Schurr, Hans
Schelenz, C
Scott, W. N
Svenson, Thure
Sickman, A
Simnis, G.
Simondsen, H.
Sjoberg, G.
Slandart, M.
Taice, John
Tangvalt, G. J.
Thornquist, A.
McKenzie, Dan.
Miller, S.

Monrad, Trygue
Molurg, K. G. E.
Monroe, N. S.
Mosley, S. E.
Murphy, Thos.
Muier, James

Nelsen, Oscar
Newman, J. S.
Nielsen, C. L.
Norsheim, Ben
Nordstrom, A. R.
Olsen, Louis
Olsen, O. -597
Odella, V.
Olsen, Kristian
Olsson, K. W. -972
Owens, James
O'Donnell, J.
Person, Johan
Peel, P.
Peterson, John E.
Pinerd, F. H.
Pipione, J.
Prinz, Carl
Runsten, Arthur
Rylander, R.
Rysock, M. van

Smith, C. J.
Smeland, John
Sommerfeld, P. L.
Sohnn, M.
Soroos, S.
Sobel, R
Simonsen, S.
Sterndoch, J
Strand, C.
Stuhr, H. M
Swerdrun, Walter
Symons, W. A.

Thorn, Arvid
Thor, L.
Thorpe, J. W.

Home News

Food products to the value of $138,949,081 were exported from the United States during November. This is an increase over November, 1919, when exports totaled $133,457,166.

The menace of wooden passenger coaches is referred to in the annual report of the Interstate Commerce Commission. Congress is urged to compel railroads to use steel cars in all passenger train service and to prohibit the use of wooden coaches between or in front of steel coaches.

Postmaster General Burleson blames a thirty-million-dollar deficit in his department on wage increases, and now he blames the postal employes' unions for defeating his recommendation that rates on drop letters be reduced from 2 cents to 1 cent.

"Within two years there will be an organization capable of handling the wheat market that will kill speculation and treat the farmer fairly," said W. J. Spillman, former Assistant Secretary of Agriculture, in a speech in Philadelphia. "In less than a year," the speaker declared, "the farmers will be organized all over the country. The only way for the farmer to solve his difficulties is to organize."

In urging legislation to control the meat packing industry, Senator Kenyon quoted figures from the Federal Trade Commission which showed net profits of the five great packers for the years 1912 to 1917, inclusive. These packers are Armour, Swift, Cudahy, Wilson and Morris. The net profits in the three years before the war—1912, 1913 and 1914—was $59,510,000. The net profits in the three war years—1915, 1916 and 1917—was $192,260,000.

Production of both anthracite and bituminous coal reached a new high-water mark for the year during the week of December 4, according to a statement by the geological survey, which shows the output for the week to have been 12,757,000 tons of anthracite. The week's soft coal production has been exceeded only four times since the survey has been recording the weekly output, three of which were in 1918 and one last year.

Abolition of brokers and middlemen in the handling of farm products is the purpose of a million-dollar corporation which has been formed by the California Farm Bureau Federation. A grain elevator at Oakland with a two-million bushel grain capacity has been leased. It is stated that this marks one of the most revolutionary steps in the history of California agriculture and points to a solution of many farmers' problems by a reduction in the cost of production and marketing of grain.

The alleged scarcity of coal last summer was a myth, according to Senator Calder, who is a member of the Senate's Committee on Reconstruction that is probing the coal industry. "Our committee has found," said the Senator, "that more coal was moved on American railroads during July, August and September last than ever before in the history of the country, and at the same time a panic over shortage was created." Senator Calder's statement is interesting in view of the claims made by coal owners and the public press, who alleged that a car shortage, strikes and refusal of the miners to do "an honest day's work," caused a coal scarcity.

Domestic and Naval

During the 12 months ended November 30, 1920, the output of ships in the United States was 1,845 of 2,977,886 gross tons, compared with 2,367 of 4,247,436 gross tons during the 12 months ended November 30, 1919.

In all probability the three well-known vessels of the American Line, the "New York," "St. Paul" and "Philadelphia," will again ply on the New York-Southampton route with the coming of the spring. The ships are now tied up at the Chelsea docks for the off season in Transatlantic travel. The plan to use the "New York" and "St. Paul" for West Indian cruises has been abandoned and only the "Megantic" will be used this winter on tropical pleasure trips.

Announcement is made that the Houston Line will establish a steamship service from Halifax to Brazilian and other South American ports this winter. The service will be monthly, and the first sailing will be that of the Hortensius on January 10 for the following ports: Pernambuco, Bahia, Santos, Rio de Janeiro, Montevideo and Buenos Aires.

During the month of November, seventeen vessels of 4,588 tons were sold to foreigners. The largest of the ships transferred was the wooden gasoline steamer "Wergeland" of 2457 tons, which is to fly the British flag hereafter.

From December 13 to December 22 there arrived at New York, or were due, ten ocean liners bringing immigrants to Ellis Island, said Commissioner Wallis this week. On these ten ships were a total of 50,063 passengers or seamen, divided as follows: First-class, 3,597; second-class, 6,193; third-class, 30,409. The ten liners had a total complement of 9,764 seamen and about one hundred stowaways. Every passport had to be inspected, whether of a citizen or an alien, and a reading test had to be applied to every alien. This, with the rest of the examination, constituted a tremendous task, said the Commissioner.

New European services are being planned by the United States Mail S. S. Company in addition to their present London and Hamburg lines. Negotiations for a New York-Boston-Antwerp service are being carried on at the present time with the Antwerp municipal authorities and are expected to come to fruition in the near future. Former steamers of the North German Lloyd, chartered to the United States Mail, will be used in the new services. The France & Canada S. S. Company, of which the United States Mail is an outgrowth, is already established at Antwerp. After the Antwerp service a Mediterranean service will probably be inaugurated.

The steamship "Lake Ennis" passed through the Panama Canal recently carrying 2700 tons of coal from New York to Santa Cruz, Argentina. Santa Cruz is near the mouth of the Santa Cruz river, in the territory of that name which forms the southern part of Patagonia, and is about 230 nautical miles to the northeast of Punta Arenas. The distance from New York to Santa Cruz around the east coast of South America, direct from New York to Montevideo, Uruguay, thence to Santa Cruz, is 6841 miles. The distance by way of the Canal, via Talcahuano and Punta Arenas, is approximately 6321 miles. The Canal route is about 520 miles shorter.

The San Francisco Savings and Loan Society

SAVINGS (THE SAN FRANCISCO BANK) COMMERCIAL

526 CALIFORNIA STREET, SAN FRANCISCO, CAL.

Member of the Federal Reserve System
Member of the Associated Savings Banks of San Francisco
MISSION BRANCH, Mission and 21st Streets
PARK-PRESIDIO DISTRICT BRANCH, Clement and 7th Ave.
HAIGHT STREET BRANCH, Haight and Belvedere Streets

DECEMBER 31st, 1920

Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Adami, P.
Alakaihu, Moses
Algren, Charlie
Anderson, Magnus
Anderson, Johan O.
Anderson, Geo. A.
Anderson, J. H.
Anderson, Axel
Andersen, Emil
Andersson, Geo. Alexius
Andreasen, Louis
Anderson, Nels F.
Andersson, O. L. -1363
Antonsen, Martin
Andersen, R. P.
Andersson, C. J. -2185
Arntsen, Kristian

Baggs, H. L.
Bauer, W.
Bennett, C. A.
Benson, Helge
Bergman, J. L.
Bergman, Alrik
Bertinussen, Indal
Bergman, G. A.
Bettis, F. J.
Bingham, D. M.
Bjorklund, Gottfrid
Blomquist, Eric
Bokstrom, Fred
Botsford, Roy
Boman, Gunnar
Bolstadt, Hans J.
Borjeson, Hilding
Bower, Gordon
Breshanan, J.
Burnet, G. C.
Burke, Patrick
Byars, A. T.

Carlson, C. A.
Carlsson, C. -1601
Carlsson, J.
Carson, Chas. F.
Carlsson, Fred
Carlson, Chas. E.
Carney, James
Carlstrom, A.
Carlson, Axel
Carter, Haskell S.
Chairs, Chas. L.
Childs, John B.
Christensen, H. C.
Christensen, A.-1857
Christensen, Nils
Corey, Elridge
Colville, G.
Cristiansen, Peter

Dahl, E. L. K.
Daniels, Walter
Delany, Patrick
Demorest, Carl
Dean, C. S.
Disney, R. L.
Dobbelaar, A.
Dommedin, George
Donnelly, Goerg F.
Donner, R.
Drennen, W. N.
Dreyer, Jack O.
Dushane, M.
Dyrland, Erick

Edin, Gustav
Eklof
Ekren, Sam
Elliot, Pedro
Ellefsen, Thorleif
Elrod, A. N.
Emmel, D.
Emulate, E.
Engstrom, Edw.
Engelstatten, Ale
Eriksson, C. Gustav
Ertman, Eskil
Eude, Wm.

Fagerlie, Odell
Fallbom, John A.
Fagvad, Sigurd
Fickle, Omer
Fiedberg, Uno
Fernandez, W
Fersman, Franz
Fehling, Carl
Frederiksen, O. P.

Gartzke, Erick
Gerdal, Alton
Gessing, Harry
Gist, Paul T.
Grainge, A.
Graham, Thomas
Graham, Ray
Green, Henry M.
Grosvenor, C.
Grundstrom, C. W.
Gyzen, J. J. van

Hahn, Emil
Haruis, Fred
Hamm, Richar
Hammond, Robert
Handrup, Axel
Hansen, Gustavo
Hardy, Wm.
Haunt, C.
Hayward, C. R.
Helmers, Thorleif
Hermansson, C. P.
Hein, M
Hicks, Wm. H.
Hobbs, F. A
Holmstrom, Fritz
Holm, Arthur
Houldecroft, Wm.
Huhner, Carl F.
Hyra, Edward
Hurl, C.
Hughes, Earl B.

Ibsen, V. L.
Ireland, H. G.
Iversen, Iver
Ivertsen, S. B.
Irving, John

Jacklin, Chas.
Jaentch, Otto
Jahnke, Richard
Jakobsen, Rangvald
Jannson, K. Hj.
Jensen, H. P. -2425
Jensen, Jens C.
Jensen, A. L.
Jentoft, Henruk
Johannessen, John
Johansen, Anton
Johanson, Gustav
Johnson, John H.
Johnsen, Samuel
Jorgensen, Johannes
Joyce, J. P.
Jurikson, Julius
Jukkenekke, J. P.

Kamm, John
Kaplan, I.
Kaktin, Ed.
Karlsson, A. Th.
Karlson, E. W.
Kasparson, E.
Keath, M. E.
Kealy, W. J.
Kidder, H. D.
Kirby, E. B.
Klieman, Otto
Kluge, Martin
Kramer, Otto
Kristofferson, A. B.
Krogseth, Svend
Kruse, E.
Kruse, Henry

Lange, Walter
Langkilde, A.
Larsen, Alfred
Larsen, G. B.
Lattin, W. C.
Lau, Master John
Lawry, Richard
Leino, John
Leeder, W -2287
Lewis, Arthur J.
Livermore, Ernest
Lindgren, A. A.
Lindroos, G. J.
Lohne, Ed.
Lohling, Herman
Lodersen, Joe
Ludvigsen, Arne
Lund, Geo. P.
Lundberg, Oskar
Lundin, Arthur
Lundstrom, Ernst
Lynum, Arne M.

Mahaffey, C.
Maki, Ivar
Mandal, Oskar
Mannonen, N.
Maynard, Rich
Marshall, E. M.
Martens, Fritz
Markey, W.
McPherson, Hughie
McDermott, Thos. B.
McKinney, Alex
McCann, Oliver
McPherson, James
Mehrtens, Carl
Meyer, Carl
Melander, G. L.
Miller, R. E.
Moore, H. L.
Morean, Victor
Morris, O. R.
Morton, Frank J.
Molander, Hj.
Molder, John
Monahan, Wm. B.
Moreno, Filipe

Nagel, A.
Neergard, A. C.
Newton, A. B.
Nelson, Jerome
Nelson, N. H.
Ness, Aksel
Nelson, K. -1620
Nielsen, E. S. -1116
Nillson, S. H. H.
Nordamn, Alek
Nord, Clarence W.
Nurken, H.
Nundorf, F. R.

Oad, J.
O'Connor, Dennis
Ogren, Victor
Olofson, Chas.
Olsen, Arnold
Olsen, Gunvald E.
Olsen, Kristian
Olsen, Robert M.
Olsen, Jorgen
Osen, Aksel
Olsen, H. -885
Olsson, Enock
Olsson, W. O.
Osten, Wm.
Osterberg, Hj.

Parker, Bert
Parrish, A. L.
Payne, J. E.
Pedersen, Andreas
Pedersen, Soren
Peterson, E. -1062
Petersson, C. -1301
Petersson, Mauritz
Petersen, Carl L.
Pels, H.
Pettibone, G. W.
Pipione, J.
Porthan, Matt T.
Prusch, A.
Pulli, August

Reigwein, A.
Ringdal, Karl
Roach, Steve
Robert, Russell L.
Ronn, E.
Rosen, Valfrid
Rosendal, Wictor
Roth, M.
Roth, Theodor
Rosa, John
Roon, A. van
Rodriquez, Antonio
Russell R.-1662
Rueter, A.
Rupp, A. -1029
Ryan, Jack
Rytko, Otto

Salo, A.
Samuelsen, I. I.
Schmidt, Hans K.
Schuldt, Thoe.
Schulz, W. -2558
Schussler, C.
Schwarz, H. -3746
Schmees, Herman
Seiffert, John
Sharman, Edward S.
Shipley, A. M.
Simens, Ola P.
Sjoberg, Silas
Sjoberg, Gunnar
Skaar, O. M.
Skenridge, Wm.
Slattery, Harry
Slettemark, E.
Sloane, C. V.
Smith, James
Sommers, B.
Sonne, Herman
Sorensen, Herman
Sorenson, Soren H.
Stueller, Henry
Stall, Ralph
Steen, Ivar
Strandberg, Elof
Strom, Karl
Strom, Oscar
Stanford, Harry
Stenberg, Alfred
Stone, M. C.
Svendsson, John A.
Svendgard, J.
Svensson, Gust
Swanson, J. L. -2907
Sund, Aleks
Swanson, Eric

Tandberg, Einar
Tallaksen, Arthur
Tappis, John
Tellefson, E.
Tennisen, G.
Thomas, Andrea
Thompson, Clifford
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Aberdeen, Wash., Letter List

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INFORMATION WANTED

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12-8-20

Anyone who was acquainted with the late Chas. Erickson, discharged from the U. S. Navy in 1896, and subsequent thereto sailing on the Pacific Coast, will confer a great favor upon his widow, Mrs. Charles Erickson, by communicating with her at P. O. Box 15, San Pedro, Cal. Mrs. Erickson is anxious to establish certain facts relating to the physical condition of her late husband prior to his discharge from the U. S. Navy. 1-28-20

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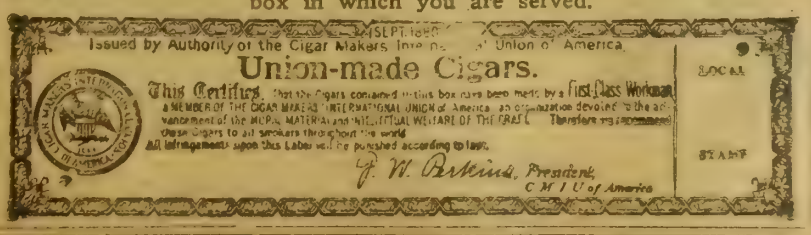

News from Abroad

The Bank of Barcelona, one of the leading financial institutions of Barcelona, Spain, has suspended payments. Although the bank's difficulties are said to be only temporary, the suspension caused serious financial disorders.

United States Consul General Skinner at London cabled the Department of Commerce during the past week that the slump in freight rates continues, many vessels being laid up because it was impossible to meet the cost of operation.

Incoming and outgoing sea traffic in the Hamburg ports during November was nearly five times greater than that of November, 1919, aggregating 1,028,000 net tons of shipping. For the ten months ending November 1 the net incoming and outgoing sea traffic aggregated 6,670,000 tons, which was more than six times that of the similar period of last year, but only about one-fourth that for the corresponding period of 1913.

According to Syren and Shipping, a group of German financiers, associated with the National Bank für Deutschland, has applied to the Mexican Petroleum Department for a concession of oil-yielding lands in Mexico with the object of transporting Mexican oil to Germany. It is understood that the group has made arrangements for the construction of oil tankers in Germany, and the keel of the first of these will be laid shortly.

In October, 1913, Great Britain exported 6,739,473 tons of coal, for which it received £4,665,245. In October, 1920, the exports were 1,417,498 tons, for which £6,108,497 was received. That is, in October, 1920, a little over 20 per cent. of the coal shipped in 1913 brought over 32 per cent. more money. Some of that is inflation. Most of it is much less coal at far higher cost and far higher profit on export sales. It means a serious blow not only to the general export trade of Great Britain, but to that of nearby manufacturing countries, whose costs are increased by high cost of power.

It is indicated the prohibition question will be forced on the new Chilean Administration before it has had time fairly to pick up the reins of government, as the result of the united refusal of longshoremen, backed by the Chilean Federation of Labor, to unload alcoholic beverages at any port in the country. It has been stated that as soon as Congress reconvenes after the Christmas recess Senator Edwards will renew his insistence that the Chilean Cabinet inform the Congress what policy it intends to follow to protect the freedom of commerce in view of the demand of the laboring class for prohibition.

New road construction amounting to almost £1,500,000 has been undertaken by various British cities in co-operation with the Government as a means of providing work for the unemployed. Details of the plan received indicate that the British Ministry of Transport will bear 50 per cent. of the cost of such work and will loan to municipalities the remaining amount for five years repayable in annual instalments. Ex-service men receive preference among applicants for employment at the road work, but all applicants are required first to submit to one week's registration at the established Labor Exchanges. This is to eliminate "floating" labor.

With the Wits

In Reeldom.—Promoter—I have here a scheme for revamping old films. Manager—Beat it! I'm too busy refilming old vamps.—Retail Public Ledger (Philadelphia).

"What did the bride's father do for the happy couple?" "He bought their railroad tickets." "Ah!" "But the happy pair didn't discover until after they got on the train that their tickets read only one way."—Birmingham Age-Herald.

"You're no judge of beauty." "Think not?" "No; this is not the most beautiful infant in the baby show." "My eye for beauty is all right. Have yau seen the baby's mother?" "No." "Take a look at her."—Louisville Courier-Journal.

Mrs. Blank (to laundress)—And how is your newly-married daughter getting on, Mrs. Brown? Mrs. Brown—Oh, nicely, thank you, ma'am. She finds her husband a bit dull; but then, as I tells her, the good ones are dull.—Boston Transcript.

"Do you notice the large number of horny-handed sons of toil who are now riding in Pullman cars?" "I do," replied the traveling salesman. "And for my part, I'm glad to see them." "Why so?" "I'm hearing some brand-new stories in the smoker."—Birmingham Age-Herald.

Sammy—Well, old boy, you've got to admit the first man to fly over the ocean was an American. Johnny Bull—Er—possibly. Sammy—You have to hand it to us. First in everything. Johnny Bull—No, bah jove, you aren't. I say, you fellows weren't the first to do it in a boat, yu'h know.—Boston Globe.

Knew the Animal—A teacher was instructing a class in English and called on a small boy named Jimmy Brown. "James," she said, "write on the board, 'Richard can ride the mule if he wants to.'" "Now," continued the teacher when Jimmy had finished writing, "can you find a better form for that sentence?" "Yes, ma'am, I think I can," was the prompt answer. "'Richard can ride the mule if the mule wants him to.'"—Boys' Life.

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VOL. XXXIV, No. 20. SAN FRANCISCO, WEDNESDAY, JANUARY 19, 1921. Whole No. 1736.

SUPREME COURT BARS BOYCOTT

Philosophy of Reaction Triumphs Over Social Justice

The anti-labor trend of recent decisions under the Sherman law has reached a climax by the Supreme Court's ruling in the Duplex Case.

The Clayton Act has been annihilated in a far-reaching decision which affects the right of Labor to practice of the secondary boycott.

Injunction proceedings were instituted by the Duplex Printing Press Co. of Battle Creek, Mich., against the International Association of Machinists. Complaint was dismissed by the District Court, and the Circuit Court of Appeals upheld that decision. Six Justices of the Supreme Court voted to overrule the decision of the two lower courts. Justices Holmes, Brandeis and Clarke dissented in opinion.

Following is the court's opinion in the case:
Jan. 3, 1921.

Supreme Court of the United States. No. 45—October Term, 1920. Appeal from the United States Circuit Court of Appeals for the Second Circuit. Duplex Printing Company, appellant, vs. Emil J. Deering and William Bramley, individually and as Business Agents of District No. 15 of the International Association of Machinists. et al.

Mr. Justice Pitney delivered the opinion of the court.

This was a suit in equity brought by appellant in the District Court for the Southern District of New York for an injunction to restrain a course of conduct carried on by defendants in that district and vicinity in maintaining a boycott against the products of complainant's factory, in furtherance of a conspiracy to injure and destroy its good will, trade and business—especially to obstruct and destroy its interstate trade. There was also a prayer for damages, but this has not been pressed and calls for no further mention.

Complainant is a Michigan corporation and manufactures printing presses at a factory in Battle Creek, in that State, employing about 200 machinists in the factory, in addition to fifty office employes, traveling salesmen and expert machinists or road men who supervise the erection of the presses for complainant's customers at their various places of business.

The defendants who were brought into court and answered the bill are Emil J. Deering and William Bramley, sued individually and as business agents and representatives of District No. 15 of the International Association of Machinists, and Michael T. Neyland, sued individually and as business agent and representative of Local Lodge No. 328 of the same association. The District Council and the lodge are incorporated associations, having headquarters in New York City, with numerous members resident in that city and vicinity. There were averments and proof to show that it was impracticable to bring all the members before the Court and that the named defendants properly represented them, and those named were called upon to defend for all, pursuant to Equity Rule 38 (226 U. S. 659). Other jurisdictional averments need no particular mention.

The District Council and the lodge are unincor- the bill, 247 Fed. Rep. 192; the Circuit Court of Appeals affirmed its decree, 252 Fed. Rep. 722, and the present appeal was taken.

In August, 1913 (eight months before the filing of the bill), the International Association called a strike at complainant's factory in Battle Creek, as a result of which union machinists to the number of about eleven in the factory and three who supervised the erection of presses in the field, left complainant's employ. But the defection of so small a number did not materially interfere with the operation of the factory, and sales and shipments in interstate commerce continued.

The acts complained of made up the details of an elaborate program adopted and carried out by defendants and their organization in and about the city of New York as part of a country-wide program adopted by the international association for the purpose of enforcing a boycott of complainant's product. The acts embraced the following, with others: Warning customers that it would be better for them not to purchase, or having purchased not to install, presses made by complainant, and threatening them with loss should they do so; threatening customers with sympathetic strikes in other trades; notifying a trucking company usually employed by customers to haul the presses not to do so, and threatening it with trouble if it should; inciting employes of the trucking company and other men employed by customers of complainant to strike against their respective employers in order to interfere with the hauling and installation of presses, and thus bring pressure to bear upon the customers; notifying repair shops not to do repair work on Duplex presses; coercing union men by threatening them with loss of union cards and with being blacklisted as "scabs" if they insisted on installing the presses; threatening an exposition company with a strike if it permitted complainant's presses to be exhibited, and resorting to a variety of other modes of preventing the sale of presses of complainant's manufacture in or about New York City and delivery of them in interstate commerce, such as injuring and threatening to injure complainant's customers and prospective customers and persons concerned in hauling, handling or installing the presses.

The Clayton act, in Section 1, includes the Sherman act in a definition of "anti-trust laws," and, in Section 16 (38 Sta. 737), gives to private parties a right to relief by injunction in any court of the United States against threatened loss or damage by a violation of the anti-trust laws, under the conditions and principles regulating the granting of such relief by courts of equity. Evidently this provision was intended to supplement the Sherman act, under which some of the Federal courts had held, as this court afterward held in Paine Lumber Company vs. Neal, 244 U. S. 459, 471, that a private party could not maintain a suit for injunction.

That complainant's business of manufacturing printing presses and disposing of them in commerce is a property right, entitled to protection against unlawful injury or interference; that unrestrained access to the channels of interstate commerce is necessary for the successful conduct of the business; that a widespread combination exists, to which defendants and the associations represented by them are parties, to hinder and obstruct complainant's interstate trade and commerce by the means that have been indicated, and that as a result of it complainant has sustained substantial damage to its interstate trade, and is threatened with further and irreparable loss and damage in the future, is proved by clear and undisputed evidence. Hence the right to an injunction is clear if the threatened loss is due to a violation of the Sherman act as amended by the Clayton act.

Looking first to the former act, the things declared illegal by its first section (26 Sta. 209) is "every contract, combination in the form of trust or otherwise, or conspiracy, in restraint of trade or commerce among the several States, or with foreign nations." The accepted definition of a conspiracy is a combination of two or more persons by concerted action to accomplish a criminal or unlawful purpose, or to accomplish some purpose not in itself criminal or unlawful by criminal or unlawful means. Pettibone vs. United States, 148 U. S. 197, 203. If the purpose be unlawful it may not be carried out even by means that otherwise would be legal, and although the purpose be lawful it may not be carried out by criminal or unlawful means.

[The court then quotes several other decisions which it holds are applicable and continues:]

It is settled by these decisions that such a restraint produced by peaceable persuasion is as much within the prohibition as one accomplished by force or threats of force, and it is not to be justified by the fact that the participants in the combination of conspiracy may have some object beneficial to themselves or their associates which possibly they might have been at liberty to pursue in the absence of the statute.

Upon the question whether the provisions of the Clayton act forbade the grant of any injunction under the circumstances of the present case the Circuit Court of Appeals was divided, the majority holding that under Section 20, "perhaps in conjunction with Section 6," there could be no injunction. These sections are set forth in the margin. Defendants seek to derive from them some authority for their conduct.

As to Section 6, it seems to us its principal importance in this discussion is for what it does not authorize, and for the limit it sets to the immunity conferred. The section assumes the normal objects of a labor organization to be legitimate, and declares that nothing in the anti-trust laws shall be construed to forbid the existence and operation of such organizations or to forbid their members from lawfully carrying

out their legitimate objects, and that such an organization shall not be held in itself—merely because of its existence and operation—to be an illegal combination or conspiracy in restraint of trade. But there is nothing in the section to exempt such an organization or its members from accountability where it or they depart from its normal and legitimate objects and engage in an actual combination or conspiracy in restraint of trade. And by no fair or permissible construction can it be taken as authorizing any activity otherwise unlawful or enabling a normally lawful organization to become a cloak for an illegal combination or conspiracy in restraint of trade as defined by the anti-trust laws.

The principal reliance is upon Section 20. This regulates the granting of restraining orders and injunctions by the courts of the United States in a designated class of cases, with respect to (a) the terms and conditions of the relief and the practice to be pursued, and (b) the character of acts that are to be exempted from the restraint; and in the concluding words it declares (c) that none of the acts specified shall be held to be violations of any law of the United States. All its provisions are subject to a general qualification respecting the nature of the controversy and the parties affected. It is to be a "case between an employer and employes, or between employers and employes, or between employes, or between persons employed and persons seeking employment, involving, or growing out of, a dispute concerning terms or conditions of employment."

The first paragraph merely puts into statutory form familiar restrictions upon the granting of injunctions already established and of general application in the equity practice of the courts of the United States. It is but declaratory of the law as it stood before. The second paragraph declares that "no such restraining order or injunction" shall prohibit certain conduct specified—manifestly still referring to a "case between an employer and employes—involving or growing out of a dispute concerning terms or conditions of employment," as designated in the first paragraph.

It is very clear that the restriction upon the use of the injunction is in favor only of those concerned as parties to such a dispute as is described. The words defining the permitted conduct include particular qualifications consistent with the general one respecting the nature of the case and dispute intended, and the concluding words, "nor shall any of the acts specified in this paragraph be considered or held to be violations of any law of the United States," are to be read in the light of the context, and mean only that those acts are not to be so held when committed by parties concerned in "a dispute concerning terms or conditions of employment." If the qualifying words are to have any effect, they must operate to confine the restriction upon the granting of injunctions, and also the relaxation of the provisions of the anti-trust and other laws of the United States, to parties standing in proximate relation to a controversy such as is particularly described.

Congress had in mind particular industrial controversies, not a general class war. "Terms or conditions of employment" are the only grounds of dispute recognized as adequate to bring into play the exceptions, and it would do violence to the guarded language employed were the exemption extended beyond the parties affected in a proximate and substantial, not merely a sentimental or sympathetic, sense by the cause of dispute.

Nor can Section 20 be regarded as bringing in all members of a labor organization as parties to a "dispute concerning terms or conditions of employment" which proximately affects only a few of them, with the result of conferring upon any and all members—no matter how many thousands there may be nor how remote from the actual conflict—those exemptions which Congress in terms conferred only upon parties to the dispute. That would enlarge by construction the provisions of Section 20, which contain no mention of labor organizations, so as to produce an inconsistency with Section 6, which deals specifically with the subject and must be deemed to express the measure and limit of the immunity intended by Congress to be incident to mere membership in such an organization.

The emphasis placed on the words "lawful" and "lawfully," "peaceful" and "peacefully," and the references to the dispute and the parties to it, strongly rebut a legislative intent to confer a general immunity for conduct violative of the anti-trust laws, or otherwise unlawful. The subject of the boycott is dealt with specifically in the "ceasing to patronize" provision, and by the clear force of the language employed the exemption is limited to pressure exerted upon a "party to such dispute" by means of "peaceful and lawful" influence upon neutrals.

There is nothing here to justify defendant or the organizations they represent in using either threats or persuasion to bring about strikes or a cessation of work on the part of employes of complainant's customers or prospective customers, or of the trucking company employed by the customers, with the object of compelling such customers to withdraw or refrain from commercial relations with complainant, and of thereby constraining complainant to yield the matter in dispute. To instigate a sympathetic strike in aid of a secondary boycott can not be deemed "peaceful and lawful" persuasion. In essence it is a threat to inflict damage upon the immediate employer, between whom and his employes no dispute exists, in order to bring him against his will into a concerted plan to inflict damage upon another employer who is in dispute with his employes.

[The court then quotes from a statement made in Congress by Mr. Webb, the spokesman of the House committee, when the Clayton Act was passed, who declared that it did not sanction the secondary boycott. The decision continues:]

This was the final word of the House committee on the subject and was uttered under such circumstances and with such impressive emphasis that it is not going too far to say that except for this exposition of the meaning of the section it would not have been enacted in the form in which it was reported. In substantially that form it became law, and since in our opinion its proper construction is entirely in accord with its purpose as thus declared, little need be added.

Reaching the conclusion, as we do, that complainant has a clear right to an injunction under the Sherman Act as amended by the Clayton Act, it becomes unnecessary to consider whether a like result would follow under the common law or local statutes, there being no suggestion that relief thereunder could be broader than that to which complainant is entitled under the acts of Congress.

Complainant is entitled to its costs in this court and in both courts below.

Decree reversed, and the cause remanded to the District Court for further proceedings in conformity with this opinion.

PORTUGUESE WORKING HOURS

In view of the failure of the International Seamen's Conference, held at Genoa in June and July last, to pass the draft convention fixing hours of labor on board merchant vessels, each country remains free to legislate separately on this subject.

It is true, another attempt to arrive at an amicable understanding is to be made at an international conference to be held at Brussels, Belgium, this month, but at least one old maritime nation has endeavored to adjust its affairs in this respect, independent of the League of Nations. In Portugal a commission composed of representatives of seamen, shipowners and the Government, has drawn up an agreement which has been approved and confirmed by the Government.

Under this arrangement the working hours are to be 56 per week for the engine-room staff, 64 for the deck crew and 77 for the stewards, etc., but it appears "when required to do so" these classes must work respectively, 70, 78 and 91 hours per week, the extra hours being returned to them by means of rest-periods at ports of call or in the home port, at the rate of two hours for each extra hour of service; if this arrangement is not possible, they will receive money compensation at the rate of 1½ hours' pay for every extra hour worked.

This regulation does not apply to captains, mates, second mates, chief and second engineers, doctors, pursers and their assistants, boatswains and carpenters.

No claim to overtime can be made in respect of time occupied in navigating ships into and out of port as regards the crew whose work is essential on these occasions; nor in respect of work necessary for the safety of the vessel or the lives or property of those on board; nor in the event of fog, breakdown, fires and other similar emergencies. On sailing vessels no overtime can be claimed in respect of the work necessary for navigation.

Sunday rest must be observed in ports of call and home ports except on the day of the vessel's arrival or departure.

Warships and fishing vessels are excluded from the scope of the agreement; all other classes are included, whether in public or private ownership.

As a whole this arrangement is considerably behind the times. At any rate, in comparison with other European countries the seamen of Portugal will have to move forward quite a distance before they reach even the average standard.

SCOFFING AT THE SINGLE TAX

According to the recent census, a majority of this country's people live in cities of over 2,500 inhabitants. It is an unhealthy situation, and shows clearly enough that the high cost of living brings no advantage to the actual producer of food. Working farmers are going to the cities because it pays better to work in a factory than on the farm. The cause of this is plain. In spite of the decline in agricultural population, rural land values are increasing. They have reached and passed the point beyond which profitable production can be carried on. The farmer can not pay the exorbitant prices demanded for farm land and make enough to eke out a decent living for himself after paying interest on the investment, taxes on all he produces and consumes, and extortionate prices to transportation and other monopolies. Until that situation is remedied, until the cause of the trouble has been removed, the tendency to go from farm to city will probably continue, even though city workers have more than their share of hardship and trouble.

Of course, the obvious remedy is, first of all, to force those who are holding valuable unused farm lands to let go their grip. This can be done by taxing land values enough to make holding without use unprofitable. Next, the taxes on labor products should be gradually reduced and finally entirely abolished.

These two steps will force down the price of land and reduce the cost of living and of production. The same measures applied to cities and mining regions will have similar results to workers there. It will put an end to all the monopolies that rest on control of natural resources or public highways and profit from the obstruction to industry created by taxes on labor. The remedy so briefly outlined herein is generally referred to as the single tax.

It is America's misfortune that legislators generally have scoffed at the single tax as a remedy. They will probably keep on scoffing for some time to come. But they cannot scoff away the results of their refusal. They may apply, as they have on other occasions, false remedies. But the false remedies will not interfere with the working of fundamental evils that are left undisturbed. Either the right remedy must be applied or the trouble must grow worse.

Even those persons who oppose the strike on general principles show a disposition to modify their views whenever they realize that a given strike has succeeded, if only in part. If these persons could be brought to realize that almost all strikes succeed in part they would also realize that the general principle upon which their opposition to the strike is based is merely a lack of discernment of the strike's real significance.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Want State Cossacks

A bill to establish the Cossack system in the State of Minnesota has been prepared.

The Cossacks, trade unionists are assured, will be used in case of fire, flood or other public calamity, and shall not be used for patrol or guard duty at any labor dispute, strike or lockout.

The bill reads fine, until the "joker" appears in the form of a clause which permits Cossack officials to "have representatives present in any strike or lockout for the purpose of detecting or preventing crime."

This is the reason always advanced by this angelic crew for clubbing strikers and riding down women and children.

Miners Demand Industrial Freedom

Discussing the necessity of organization for industrial freedom, international representatives of the United Mine Workers of America declare that the situation in Mingo County, West Virginia, is the same as in other fields.

"The miners of this county, more than a year ago, petitioned the coal companies for a redress of their grievances and better pay, in line with the standards accepted in other fields.

"What were those grievances? That the mines be aired according to the mining laws of the State; that the places be drained, in line with modern standards set up for the health and convenience of the men; that the hauling and distribution of mine cars be impartially managed; that each miner have the same opportunity of earning a living, without prejudice by the management, paying for yardage and dead work (where there is hazard, and skill required that lessens the opportunities of production), and last, but not least, the right to organize and bargain collectively.

"The coal operators refused to recognize the rights of the miners and the men appealed to President Keeney of District No. 17, United Mine Workers of America, for assistance. As the men organized they were discharged and thrown out of their homes, oftentimes their furniture being thrown out on the public highway, and some of the more prominent committeemen maltreated by the Baldwin-Feltz Detective Agency and private gunmen hired for this purpose. This continued for some time, until a high percentage of the men were discharged, and it was either submit to the rule of thugs and murderers or offer industrial battle. The miners chose the latter course in the spirit of Americans who believe that they have the same right to organize as the coal masters, and the battle is now on, with all the misery and suffering incidental to such contests, and where the average miner, with his family, is never very far from the door of starvation in fields of this kind.

"But the miners are hopeful and determined to face the rigors of winter before they will submit and return to economic and industrial slavery."

Unemployment in England

The grave problem of unemployment in England threatens to develop into a crisis of the first magnitude. It is estimated that the number of persons out of work approximate 1,000,000, including 250,000 ex-service men. A supplementary appropriation of £3,500,000 has been voted by the Government for the Ministry of Labor toward State contributions for unemployment insurance and out-of-work donations.

Recently Alderman Ben Turner startled staid conservatives by a direct appeal to the King, who forwarded this letter to Premier Lloyd-George after receiving same from the trade-unionist:

"For God's sake, urge your ministers to tackle the problem at once. It is imperative, if danger is to be averted, that the unemployment benefit during the present trade collapse should apply to every one. The crisis is urgent; the need is urgent. There is no time for delay. Starvation is with us. Hunger runs riot in the country, anger from despair. Help to make the life of our people secure."

With these conditions general throughout the whole country, the Cotton Factory Times of Manchester asks what has become of the charge that workers are "shirking."

"We do not find the capitalist press, which vilified the miners and other workers so much some months ago in reference to ca-cannyism, saying anything in their columns at the present moment on that topic. The cry, almost pathetic at times, that work people should turn out every available ounce of production, has suddenly become mute. The newspapers in question are 'laying low' in face of the daily spectacle of thousands of unemployed, willing and able to work.

"We should like some of the clever writers to leave their armchairs and show us the remedy for the state of things described. It is no answer to tell us that the depression is, to a certain extent, world wide. Such a reply only admits the evil is extensive."

How "Public" Opinion is Molded by Greed

How greed molds "public" opinion was illustrated in the House of Representatives by Congressman Huddleston in discussing the Cummins-Esch Railroad law, which was backed, he declared, by the strongest lobby ever assembled in Washington.

"The power of the interests behind the railroads is overwhelming," he said. "They are able to control and mold public opinion at will. At a sign from them the presses of great newspapers change stroke, the channels of public information are blocked, criticism is silenced and bandages are placed upon the eyes of the people.

"Dealing with the great selfish interests we are confronted not only by railroad officials and manipulators, but with captains of industry and finance, capitalists, and, after them, with civic bodies and with wealth and property interests with lines running from the heart of Wall Street

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Stonecutters of Barcelona, Spain, who were locked out by the Employers' Federation recently, have to some extent followed the example of Italian metal workers by seizure of the workshops, and operation of same.

To check high prices the Belgian government asked for estimates for the making of national costumes, and trade unions sent in an order to prevent the work falling into the hands of exploiters. The government gave the unionists a preliminary order for 6000 costumes. The unions will maintain their working conditions and also reduce the number of unemployed.

Although Sweden has not yet ratified the draft convention concerning unemployment adopted by the International Labor Conference at Washington, the Government has already taken steps to carry out that provision of this convention which requires each member ratifying it to communicate to the International Labor Office, all available information, statistical or otherwise, concerning unemployment.

At a conference of French civil employes these workers pledged their adherence to trade unionism, despite contrary efforts by government officials. These employes declared that nothing can separate them from other wage earners and that they will remain with the French Confederation of Labor and aid the trade union movement in carrying out its program of social reconstruction.

Six large groups of organized workers in Germany, have formed a committee of action to urge a housing law. The first demand is that land be freed from speculation. The government is asked to put land in the proximity of the towns at the disposal of the public, and demand is made for a public official who, in co-operation with the trade unions, shall take the necessary measures to build workers' dwellings.

A recent report from the International Labor Office states that: "The attempt, to some extent successful, to introduce an eight-hour day into Italian agriculture has not only the humanitarian and economic motives which tend to make the eight-hour day general in industry, but also a cause peculiar to Italian conditions. . . ." The eight-hour day is said to have lessened unemployment amongst casual agricultural laborers. A bill making limitation of the working day in agriculture general and compulsory has been introduced in the Italian Chamber of Deputies.

According to a report of the Australian Commonwealth Statistician, which was made public November 16, 1920, there were 460 strikes in that country during the year 1919. The number of employes involved was 177,791, of which 100,300 were directly involved, and 57,291 were indirectly affected. The number of working days lost was 5,652,726, or an aggregate of one year's work each for 1961 workers. New South Wales was the storm center, with 276 strikes originating in that State, involving 100,000 employes. Strikes in the mining district were responsible for 48 per cent of days lost. Victory for the workers was achieved in 134 of the 460 strikes, 139 were settled on a compromise basis, the employers won 69 wage disputes and 68 others, while 10 remained unsettled at the close of the year.

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By Painless Parker

MY life has been just one fight after another with the dental trusts. I am still fighting them today. They believe in high prices, while I believe in fair prices. I think more people need good dentistry, and the way to supply it is to ask prices that the people can afford to pay. I can do this by using the E. R. Parker System, which saves me money, and I divide the saving up with my patients.

The E. R. Parker System has also made dentistry better. It includes all the latest improvements and methods. With this System my associates and I have built up the largest dental practice in the world, and no trust has ever been powerful enough to make us raise prices. I get a lot of pleasure helping the common people fight the trusts and high prices.

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BREMERTON: 412 Pacific Ave.
LOS ANGELES: 706 S. B'way.
STOCKTON: 6 N. California
SAN JOSE: 58 W. Santa Clara
SALEM: State and Commercial
PENDLETON: 755 Main St.
SPOKANE: Riverside & Post
LEWISTON: 521 Main St.
PORTLAND: 326 Washington
BELLINGHAM: Holly & Commercial
EUREKA: 210 F St.
ABERDEEN: Heron and H Sts.
OAKLAND: 1128 Broadway
FRESNO: Mariposa and J Sts.
SACRAMENTO: Tenth and K Sts.
BAKERSFIELD: 20th and Chester
EUGENE: 7th Ave. and Willamette
CENTRALIA: Salzer Block
TWIN FALLS: 116½ Main Ave. N.
RENO: 16 E. Second

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INFORMATION WANTED

Any one knowing the whereabouts of Martin Tuppits, a native of Easthonia, last heard of in Montevideo, South America, on board the Norwegian bark "Loto"; kindly communicate with his brother, John Tuppits, 58 Commercial street, San Francisco. 1-5-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Sutter 4673. Residence Phone Prospect 2908.

INFORMATION WANTED

Peter Ronald, a native of Norway, age 56 years, injured while acting as a boatswain on board the S. S. "Ahala" on August 22, 1919, at Hartlepool, England. Anyone knowing his whereabouts will please communicate with S. B. Axtell, New York City. 12-8-20

DEMAND THE UNION LABEL

SAN FRANCISCO
Alaska Fishermen's Letter List

Bruno, Francisco	Naban, Sebriano
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Carlsen, A. G.	Olson, Gustave
Carlson, E.	Olander, Ed
Dalin, August	Osterman, John
Domenico, Palestini	Olsson, Carl G.
Groth, J.	Ome, Tobias
Gustavson, Emil	Perulnen, Jens
Hansen, Anton	Christian
Hansen, Emanuel	Petersen, Louis
Johansen, Carl	Paulsen, Axel
Johanson, Fritz	Pettson, W.
Jacobsen, F. C.	Parone, Sebastiano
Kristofferson, H. O.	Rilse, W.
Kjerdalen, Ole	Reed, Robert
Levele, Ed	Shivers, Dwitt
Leonard, Heber	Skooba, Nils
Larsen, Theodore	Shultz, Walter
Mark, R.	Sebastiano, Powok
Mittenmeyer, Jan	Svensson, August
Mickelson, P.	Strickland, Geo.
McDonald, J. B.	Smith, R.
McNeil, David	Steffanetti, Louis
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will be specially represented at Washington and will analyze and present the news from the capital truthfully and fairly. Senator La Follette is making a real fight to lift some of the tax burdens from the common people and place them where they belong—on excess profits, war profits and surplus fortunes and incomes. Because of this he is being attacked more bitterly than any other man in public life.

Send in your order today.

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La Follette's Magazine, Madison, Wis.

INFORMATION WANTED

Edgar J. Chaplin of Chicago, Ill., age 20, is anxiously inquired for by his father, Geo. Chaplin, 1302 W. 71st Place, Chicago, Ill. He shipped as a sailor from the Pacific Coast about 6 months ago. Anyone knowing his whereabouts kindly communicate with his father or this office.

Members of the S. S. "Brindilla" who failed to collect overtime due them in June, 1919, kindly communicate with the agent, P. McKillop, Firemen's Union, 513 Main street, Norfolk, Va. Vouchers are at hand for the following members:

T. Seltenrych	$20.80
J. Roseboom	20.80
A. Rodemaker	20.80
Jose Picon	20.80
B. Ramos	20.80
C. D. De Nimick	20.80
M. Sanchez	20.80

Olaf Nyhagen, a native of Bergen, age 36, is inquired for by his mother, Mrs. Dina Nyhagen, Bergen, Norway. 4-28-20

To Scandinavian Sailors:

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General Passenger Agent Swedish-American Line, 268 Market St.

Pacific Coast Marine

The strike of stewards in Australia is affecting the port of Vancouver, B. C. The steamers "Niagara" and "Makura," scheduled to sail from Vancouver in February, are tied up at Sydney.

The Parr-McCormick Company has been appointed Seattle agent for the Atlantic, Gulf and Pacific Steamship Corporation of Baltimore. A regular shipping service between Seattle and Baltimore will be inaugurated, it is announced.

Seven new and modern cargo vessels will be added to Seattle's intercoastal trade, according to statements made by Geo. T. Williams, president of the Williams Steamship Company, Inc. A 20-day schedule is to be maintained between Seattle and Atlantic ports by the new line.

Charter prices in the grain trade to Europe have dropped to $15 and the competition with foreign bottoms is being met. Last week the "Indian City" left San Francisco, Calif., with a shipment of 10,000 tons of barley for the United Kingdom.

The "Creole State," the "Wolverine State" and the "Granite State," all 502s, have been allocated to the Pacific Mail for the Manila-East India run, while five 535s are to be received for transpacific service. Time on the Manila run will be shortened to twenty-two days by the new service, and to Calcutta will be but thirty-four days.

San Francisco is leading the Pacific Coast in renewal of the vegetable oil industry, which has lain dormant for six months. During the past week 1284 tons of vegetable oil have arrived at the port of San Francisco. Seattle received a consignment of cocoanut oil, 25,000 cases of perilla oils, and Portland announces the receipt of 45,000 cases of soya bean oil.

Word received by the marine department of the Chamber of Commerce was to the effect that the "Ecuador," outbound, has arrived at Honolulu; Standard Oil tanker "J. A. Moffett," with 70,000 barrels of fuel oil from San Francisco, has arrived at Honolulu, and the freighter "Egeria," from Newcastle with general cargo, was also in port in the Islands.

The Nippon Yusen Kaisha will place four cargo vessels on the Puget Sound-North China route in the spring. The fleet will consist of the steamships "Durban Maru," "Delagoa Maru," "Genoa Maru" and "Dakar Maru," which have operated in connection with the company's big passenger and freight liners in transpacific service.

The work of overhauling and renovating the steamer "President," to have her in condition to handle summer travel between Puget Sound and California points, is nearing completion, and when she is placed in commission the Pacific Steamship Company will have expended over $125,000 on the liner. The work is being done at the Todd plant on Harbor Island.

The steamer "Willfare" will inaugurate the intercoastal service from Puget Sound to the Atlantic, to be established by the Williams Steamship Company of New York and Philadelphia. The "Willfare" is now en route to the Northwest. She will be followed by the "Willfolo." The company will make Portland and San Francisco ports of call.

The United States Shipping Board school for training men as marine engineers has been opened again at Berkeley, after being closed over the holidays. More than 110 pupils were enrolled. Additional students are solicited. Instruction is managed by the Government. The object is to increase the number of Americans in the Merchant Marine.

The "Africa Maru," scheduled to leave Tacoma, Wash., for Oriental ports January 17, is loaded to capacity. This is the first time a vessel of the line has left in several months with all the freight on board that could be stowed into the holds of the vessel. The "Alabama Maru" will also have a full cargo. This indicates a more healthy tone to foreign trade.

The steamer "Santa Cruz," recorded as having sailed from Singapore for this port via Manila, is on her last run to the Orient in the service of the Pacific Mail Company. Immediately upon her return she will be turned back to W. R. Grace Company, from whom she had been chartered. The new "Wolverine State," one of the ships allocated to the Mail company, will take her place.

A survey of the Dutch freighter "Bali," which has been made on drydock at Honolulu, revealed that the craft suffered extensive damage to the stern through the breaking of her propeller shaft. The "Bali" was bound from San Francisco to the Dutch East Indies with a valuable cargo when the accident happened. The vessel was picked up by the "Makonia" of the Makon line several hundred miles from Hawaii. Repairs will lay the "Bali" up for a long period.

The tanker "Yorba Linda," built by the Bethlehem Shipbuilding Corporation's Alameda plant, developed a speed of 12½ knots on a recent trial trip. The board of directors of the oil company were on board and satisfied with the performance of the new craft, which is the first one built for the company. The "Yorba Linda" is 10,200 deadweight tons with a barrel capacity of 78,000 and engines of the triple-expansion type.

Although not equaling the time of the "Julia Luckenbach," which made the trip from the North Atlantic to San Pedro in fifteen days and one hour actual steaming time, the "Edward Luckenbach," also of the Luckenbach Steamship Company, made the trip to San Pedro in seventeen days, which is considered fast time for a freighter. She brought 9500 tons of general cargo for the West Coast, some of which will be discharged in the South and the remainder brought to San Francisco for local consignees. The "Edward" is to be followed by the "Walter A. Luckenbach," which is one knot faster than either of the other two.

Another mystery was added to the long list of sea tragedies, both known and suspected, when the "Grays Harbor" arrived in San Francisco from the north with 140,000 feet of lumber for Sudden & Christenson. Miles Youngberg, 22, a fireman aboard the "Grays Harbor," was posted as missing January 9 when he failed to report for his watch. A search of the ship failed to find him and it was remembered that he was last seen the day before. The report to the authorities stated that he was probably lost overboard, although there are no witnesses. The theory of murder was quieted by the statement of the officers that Youngberg had no enemies aboard as far as they knew.

From her comfortable quarters beside the sixteen or eighteen steamers which have been tied up here during the shortage in freight offerings, the "Eastern Ocean" will be sent with two other steamers to carry grain from Portland to the United Kingdom at the new price of $16 recently ordered by the Shipping Board. The former price was $18, and the reduction still leaves the foreign bottom price $1 lower. Kerr, Gifford & Co. have chartered the "Eastern Ocean," the "West Kader" and the "Mosella." The E. C. Evans Company will operate the first vessel, Sudden & Christensen the second, and McCormick & McPherson the third. The "West Kader" is a new ship, and the "Mosella" is on her way to San Francisco now with a cargo from the South.

Following the termination of a working agreement between the Pacific Steamship Company and the Matson Navigation Company and the Marine Engineers' Beneficial Association No. 35, on February 8, a conference will be called between the interested parties, it was announced by the Engineers' Association. The caucus will be in the nature of an arbitration, as the companies have notified the Marine Engineers, it is stated, that they are dissatisfied with the present rules and working conditions contained in the existing agreement. None of the officials of the steamship companies would advance any statement regarding plans to be presented to the association. J. J. Searey, financial secretary of the association, who is handling the affairs of the men during the absence of Ernest F. Pegg, business agent, who is in Washington, stated that a conference will be called by both sides and that an extension will be asked by the engineers before the present agreement is annulled. The move of the steamship companies, as seen by the steamship operators, is an effort to readjust certain phases of the present working agreement.

Declaring that San Francisco is the cheapest port to have repair or fitting work done for steamers of any in the world, Daniel Hanlon, head of the Hanlon Shipbuilding Company, with yards across the bay, recently announced the purchase of a steamer and the reconstruction of a schooner into a motor-ship. Hanlon bought a 200-foot ship which was nearly completed in the Brunswick yards. His towing bill to this coast was $24,000, and other expenses brought the total expenditure to more than $35,000. He asserts that he can well afford to pay this sum to have the work done in San Francisco, as he would have been loser on the deal had he fitted the vessel with steam in the East and brought her out here with cargo. The new ship will be christened "Dan F. Hanlon" in memory of a son of Hanlon's who died in childhood. He will change the bow and add to the stern, as well as putting 1400 horse-power engines in her instead of the 500 horse-power motors with which she was equipped. She will also be equipped with modern towing gear and the best of quarters for officers and crew. The engines and boilers taken out of the "Hanlon" will be put into a new steel hull which will be designed especially for them. He says that the ship will be able to carry 600,000 feet of lumber with a 15.3-foot draft and that she will develop 10½ knots. Engines of 160 horse-power are also being put in the schooner "Oakland," now in the Hanlon yard. When completed she will have changed to the motor-ship class.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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(Continued on Page 11)

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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 19, 1921.

TO OUR READERS

With this issue the editor greets our friends and patrons after an interval of two decades. By a peculiar twist of fate the official staff is temporarily the same as twenty years ago, inasmuch as John Pearson is acting manager pro tem.

Many great events and remarkable changes have taken place since we last addressed members of the Sailors' Union through the "Coast Seamen's Journal," which was the name of this publication in the old days. Locally the most striking event was the destruction of San Francisco by earthquake and fire, April 18, 1906. Since then a great world war has been fought, which called to arms an approximate of 56,000,000 men; resulted in 26,000,000 casualties, and 11,000,000 deaths, and consumed $221,000,000,000 in treasure. Wireless telegraphy, which was in its experimental stage twenty years ago, has developed into one of the most scientific and serviceable forces within the control of man; while conquest of the air has progressed with rapid strides. In the world's overseas carrying trade, steam has almost entirely superseded the old time sailing vessels, and oil is as speedily displacing coal as a fuel. Changes affecting world conditions have been too numerous to describe, but a few directly affecting ourselves are worthy of mention.

As seamen with the eyes and spirit of youth we were optimistic in those days. We looked forward to great adventures and possibilities for the world, and for ourselves as a component part thereof. Our one great overwhelming ambition was to become free men, and to enjoy the same inalienable rights as others throughout the world. In America our desires have to a great extent been gratified by the enactment into law of the La Follette Seamen's Act, but tremendous obstacles must be surmounted before our condition as free and equal will be universal.

In line with progress everywhere our standard of living aboard ship has improved under steady gradual pressure. The conditions prevailing at present were not obtained merely upon request, but they are the result of thorough organization accompanied by forceful and intelligent action. As organized seamen we have been compelled to prove our mettle, and as employes our worth. During the last twenty years we have been engaged in two strikes—the waterfront strike of San Francisco, 1901, in defense of the right to organize, and a coast wide Seamen's strike, 1906, for a slight increase in wage. Otherwise, by mutual understanding between the shipowners and ourselves as to necessary changes or adjustments, we have maintained respectful and peaceful relations with our employers.

Our growth has been accompanied by those with whom we came in nearest contact. The Marine Cooks and Stewards and Alaska Fishermen's unions have organized, affiliated with the International Seamen's Union, and worked in harmony with us.

Each new departure has emanated from the desire of seamen for betterment of conditions, and as each object has been attained others come forward with new ideas.

During our progress as an organization the JOURNAL has been as a sail to the ship, trimmed to the wind, and expressive of the policy of the Union as embodied in its membership. We are on the same course; our aim: "The brotherhood of the sea"; therefore must we keep in touch with the sentiment of our members and endeavor to give expression thereto.

OBSERVE YOUR MORALE

According to a Websterian definition of the word "morale" it determines "the mental state, as of a body of men, an army and the like." Before the world war the word was used generally in a military sense, but since the armistice it has devolved into common use.

If we reflect upon the state of our morale as an organized body of men, we are liable to discern a weakness that requires attention and perhaps necessity for improvement.

Built upon the banks of one of the large Northwestern rivers is a cannery which once stood upon a solid and imposing wharf. Circumstances brought about a period of idleness, and the building fell into disuse. One year when the run of fish was heavy the management prepared for operations, with the result that the whole structure collapsed. Investigation showed that the stealthy, continuous boring of teredoes had eaten away the foundations of the wharf; lack of vigilance and attention had permitted their unrestrained attack.

There are many types of structures, and for comparison we can assume other kinds of teredo. In the structure of the union perhaps the most destructive borers into morale are some of the choice expressions of the ultra-conservatives; such as, "The masters won't stand for it"; "We dare not resist them"; "There is hard times directly ahead"; "We might get locked out"; "We'll get the worst of it," etc., etc., accompanied with the most pessimistic point of view.

Continuous reiteration of these expressions is the most discouraging line of conversation and bores dangerously into receptive minds. A glaring exhibition of the possibilities of a weakened morale was the collapse of the German military machine after infection from belief in the fourteen points.

We must not permit pessimistic and discouraging views to dull our sense of reasoning, nor attempt to delude ourselves that evasion or submission will result to our benefit. We cannot avoid some of the obstacles that confront us, so we had better be strengthened and prepared to overcome them. There can be no such word as dread in the lexicon of seamen, either as individuals or as an organized body of men. Let us look into the future with the same fearless spirit that animated the ancient vikings when they turned the prows of their lowly craft toward the vast uncharted waters of the West, and sailed courageously on, and on, and on, until a few daring explorers landed on this northern continent, centuries before Columbus entertained the Spanish court with the balancing qualities of an egg.

WHERE WILL IT END?

The highest court has not only beclouded the Sherman Anti-Trust law in a manner that defies interpretation, but it has annihilated the amendatory Clayton Act.

Contention that human labor is not a commodity is seriously challenged by the recent decision in the Duplex case.

The principles of Democracy receive a crushing setback in this latest ruling of Supreme Court Justices, and further abridgments of certain inalienable rights must be the inevitable result.

Federal courts have given Labor a number of hard knocks in the last few years, and the acme does not seem to have been attained.

Although we have in our simplicity believed ourselves to be governed in equal balance by Judicial, Legislative and Executive departments, a rude awakening reveals the fact that the triangle is topheavy and that the legislative functions are being abrogated by the judiciary; we face the anomaly of a creature of our Government with greater power than its creator. Will the tendency towards despotism receive a check, or will it be permitted to run unbridled until it becomes intolerable?

In order that no false impressions shall be spread abroad regarding characteristics of our members, the JOURNAL asserts that the number of bigots and radicals amongst the seamen of the Pacific Coast is negligible.

It is to be regretted that there are some persons who fail to recognize our distinctive qualities. Practical seamen learn to know each other, so extenuations are in order for those who fail to understand.

In a state of universal organization among the workers one meal would be worth all the money in the world. In that event the advantage would lie with the stomach most inured to abstention. In other words, hunger would be the ally, not the enemy of the workers.

As a memorial to General Gorgas, who cleaned up the disease conditions in the Panama Canal Zone, it is planned to erect in Panama an institute for the study of tropical diseases.

LEND A HAND

One of the most promising signs for the future welfare of the Sailors' Union of the Pacific is the keen interest at present displayed by our members in conduct of the meetings.

Every Monday evening at headquarters we greet each other in a full house, and the proceedings are followed with lively attention and decorum. New men are brushing up on committee work and learning the practical details of organization.

These activities are very desirable and every individual member should school himself thoroughly in the trade-union movement. It is the best quality of education that can be acquired, and can be mastered in connection with the skill of our profession. Ambition which impels a rise from deck boy to captain should also urge a thorough knowledge of aims and purposes of the trade-union movement.

We may not all become leaders, but there is every reason why we should endeavor to qualify.

Admiral W. S. Benson, chairman of the U. S. Shipping Board, calls attention to some very pertinent facts in the following bulletin recently issued to operators of Shipping Board vessels:

The conditions which now prevail in the ocean-carrying trade have forced the United States Shipping Board as well as private shipowners to lay up a great many vessels, which automatically sets adrift a large number of seafaring men.

As the representative of the largest shipowning corporation in the world, the chairman of the Shipping Board feels that it is timely to invite the attention of owners and operators to the fact that the largest factors in vessel expense under the conditions which prevail at this time are repairs and fuel.

While the policy of every prudent owner and operator is rightfully toward reduction in vessel expense, the chairman of the Shipping Board earnestly cautions all shipowners and operators not to be misled at this time into the employment of foreigners merely because it may be possible to obtain them at a lower schedule of pay than is satisfactory to American seamen.

The true goal of American effort is to increase the efficiency of operation. The most certain means to this end is improvement in the efficiency of sea labor. This improvement in turn has been brought about by getting the American man afloat and can best be continued by keeping him afloat.

The chairman of the Shipping Board appeals in the strongest possible terms to every right-minded and patriotic American citizen who owns, operates or has any interest whatever in American shipping, to seize this opportunity to collect American seamen in American ships rather than to drive him from the sea by yielding to the temptation of minor savings in the wage scale.

Stated in concrete terms, the union label is powerful because it accomplishes by peaceful means, with absolute certainty and at little cost, that which the strike and boycott seek to accomplish, always at great cost and sacrifice.

A certain philosopher has said that "instinct guided by reason is never wrong." This observation explains much of the success of trade unionism, which is primarily an expression of the instinct of self-preservation.

After all, the "labor question" is but an arithmetical question. Unfortunately, however, we still lack agreement upon the formula by which to solve it.

Attention is directed to Andrew Furuseth's review of the decision in the Duplex case, as quoted by Laurence Todd in this week's Washington letter on page 10.

DUTY AND RESPONSIBILITY

(By Andrew Furuseth)

"We will therefore try by all just means to promote harmonious relations with those in command by exercising due care and diligence in the performance of the duties of our profession."—Preamble of Constitution.

The duties of our profession are so many and varied that it would be impossible to enumerate them in this short sketch. I shall not try. I shall refer you to the Able Seaman as described in the Message to Seamen. I may, however, remind you here that the duties are very shortly described in Section 4612 R. S. Seamen are "to be at all times diligent in their respective duties . . . in everything relating to the vessel, and the stores and cargo thereof, whether on board, in boats, or on shore." The section goes on to say that the seaman "is to be obedient to the lawful commands," etc. To be obedient and to do one's duty on board a vessel at sea or in port, it is first necessary that the seaman shall know the work, which he is expected to do. He cannot know it unless he has learned it. He cannot learn it unless he gets the chance, and that must largely be given by the shipowner. The work is so different from work on shore that but little of it can be learned on shore. On shore he may learn what is known as marling-spike seamanship; but this is not one-third of the work that he must know in order to be able to obey all lawful commands and be at all times diligent.

We promised to ourselves when we began this Union that we would "try by all just means to promote harmonious relations with those in command by exercising due care and diligence," etc. We can do our best at this even without the co-operation of those in command and of the shipowner. And if we are to be true to ourselves we must do all we can; but all we can will not be very much unless we receive the co-operation of officers and owners. We can, however, do our best to learn our duties—our work—and this we must do if we are to prepare ourselves for all the emergencies, which seem likely to be always to be met with, but which in the coming time may mean more to the world and to us than we now can imagine.

It is the skilled man who is the dangerous man on every field. It is the skilled man who is respected, because he commands respect. It is the skilled man whom the thoughtful employer tries to keep in his service, and to whom he is willing to pay reasonable wages. A really skilled man may, under certain conditions, be able to save his employer very large losses and at the same time be able to save himself. If the skill be multiplied by combination and becomes the attribute of the members of a profession or calling, then such skill can save even the calling. Nay, it may restore it, even though it be almost lost. You cannot save yourself, and much less your calling, unless you and the members of your calling have such skill as to be able to meet all emergencies.

But entirely aside from the necessity for skill, by reasons mentioned above, there is the fact that man expresses his real manhood in the work that he is doing. A work well done gives satisfaction to the doer. No injunction judge, no officer, or

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Jan. 17, 1921.
Regular weekly meeting called to order at 7 p. m. J. V. Thompson elected chairman. The secretary reported shipping dull and members plentiful.

R. INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

R. INGWARDSEN,
Secretary p. t.

Vancouver, B. C., Jan. 10, 1921.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Jan. 10, 1921.
Shipping dull.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Jan. 10, 1921.
Shipping dull.
J. ANDERSON, Agent p. t.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Jan. 10, 1921.
Shipping poor; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Jan. 10, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Jan. 10, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Jan. 3, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Jan. 14, 1921.
Shipping very slow. Plenty of members ashore.
EUGENE BURKE, Secretary pro tem.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Jan. 6, 1921.
Shipping dull; prospects uncertain.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Jan. 6, 1921.
Shipping slow in past week, but few members ashore.
FRANK MARTIN, Agent pro tem.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Isac Ellison, No. 870, a native of England, age 40. Died at Port Townsend, Wash., December 23, 1920.

Harry Johnson, No. 276, a native of Norway, age 66. Died at Seattle, Wash., December 24, 1920.

Alvin Ursen, No. 62, a native of Finland, age 34. Died at San Francisco Relief Home, January 9, 1921.

Albert Post, No. 1387, a native of Germany, age 41. Died at Napa State Hospital, January 8, 1921.

WHERE IGNORANCE IS BLISS.

Jones—I am writing a book about the Russian Bolshevists.

Bones—But you were never in Russia.

Jones—That's nothing—neither were the people who will buy my book.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

"BOLSHEVIK SEAMEN"

It is under the above rather startling caption that the editor of the Marine News opens up his official batteries against the alleged inefficient, insubordinate and rowdy element now serving in the American Merchant Marine, in the current number of his usually phlegmatic periodical.

That many of them deserve lambasting is no poet's dream, and that they have received frequent and sincere editorial drubbings from the THE SEAMEN'S JOURNAL of late that would make the puny efforts of the staid editor of the Marine News read like a Sunday-school tract by comparison, is equally well known.

The esteemed editor's views in so far as they relate solely to reputed frequent orgies of insubordination and general misconduct complained of, are in exact accord with our own.

The JOURNAL has never wasted an opportunity to uphold and defend the ancient doctrine of loyalty and devotion to duty among seamen at all times and at all hazards. Fully realizing that a strict regard for nautical discipline and unfaltering devotion to duty constitute the first essentials to a seaman's education, we have never failed to admonish our members on the importance of these subjects or to denounce those among them who have at any time disregarded the sacred traditions of the sea service by unseamanlike conduct of any kind.

We are seamen, brought up and educated as such, and we never depart from the strict tenets of the service in which we were trained. Respectful obedience to lawful commands is the first and most abiding rule of the sea.

Believing implicitly in this principle, we cannot tolerate, much less sanction, its infringement or disregard on the part of others. To this extent we are heartily in sympathy with the distinguished editor's arraignment of the insubordinate seamen referred to, and we heartily concur in his suggestion that they be eliminated from the service; but when he proceeds to attribute seamen's misconduct to "oppressive unionism" we hasten to enter a most solemn protest and administer a stern rebuke.

"Operators of American vessels do not object to American living standards for their crews," says the big editor apologetically, "but they rightfully protest the club-wielding tactics of seamen who, in their orgy of power in the last few years, have dictated to the shipowner and operator. . . . Oppressive unionism is just as bad as oppressive employers. It would be well for seamen to so correct their conduct that vessel operators forget to picture in their minds the inevitable day of reckoning."

Had this tirade emanated from any other source we would have given it scant attention, for they are all out with a hammer for the Seamen's Unions, but the editor of the Marine News has enjoyed superior advantages and is better informed than any of his contemporaries as to the policy of the Seamen's Unions. We have known the gentleman intimately for at least six months, and have seen to it that he is served regularly with THE SEAMEN'S JOURNAL. He has frequently expressed to us his appreciation of the good work being done by our organizations and by the JOURNAL for the protection of seamen and the general improvement of the American Merchant Marine.

If he had read his JOURNAL as closely as he should have done we are sure he would never have been guilty of such a serious break as he has just made.

A number of times recently we have taken the seamen severely to task for actions complained of by the Marine News, and in a speech before the Eastern and Gulf Sailors' Association at New York on August 29, 1920, Mr. Andrew Furuseth told his hearers very distinctly and in unmeasured terms that they must render obedience to lawful commands on shipboard and uphold the traditions of their craft in this respect, or else get out of the Seamen's Unions entirely. We have no room in our midst for insubordinate or shiftless seamen.

As a matter of fact such has always been the established policy of the Seamen's Unions from the very beginning of our history. In every one of our constitutions will be found an identical clause dealing with this important subject, which provides thusly: "Any member who through misconduct on ship-board brings the Union in ill-repute, shall be dealt with as the Union may direct."

This means that any member so offending may be punished according to the nature of his offense.

If the shipowners are at all sincere in their expressed desire to be rid of this unruly element in the merchant marine they should be only too glad to co-operate with the Seamen's Unions to that end.

We do not want this unreliable element in the Union either, and if the shipowners are willing to co-operate with us for their complete elimination from the service we will gladly act jointly on this important proposition and go with them the entire distance.

But what will it avail us to exclude any man from our organizations while the operators still persist in carrying him in their ships? In such a case we would be simply cutting off our nose to spite our face.

In the matter of employing seamen, shipowners have always persisted in sending to sea any man that could walk, and a good many who couldn't, in the hope of reducing wages and discrediting the Seamen's Unions. Now that they are receiving an overdose of their own brew, they find it unpleasant and vent their wrath against the Seamen's Unions.

If there are any "bolsheviks" in the Merchant Marine it is because the shipowners have ordered it so, and not through any connivance on the part of the Seamen's Unions. American shipowners should begin their housecleaning at home!

There is another side to this question on which the alert editor of the Marine News has shrewdly neglected to touch: We refer to the frequent and serious charge against "bolshevik" shipmasters and officers. Here is a serious and all-pervading problem the solution of which the shipowners hold entirely in their own hands. Refrence to the records of the United States Courts, the State Department, and the archives of the U. S. consulates abroad, will reveal to the interested seeker for truth a truly alarming state of affairs, especially in regard to charges of drunkenness, brutality, and general misconduct of masters, mates and engineers on board American ships. These brass-bedizened gentlemen invariably go unscathed and unpunished, are always retained in the service of their willing employers, and sent to sea to sin some more with the same immunity from punishment they have always enjoyed.

This phase of the situation has again and again been discussed in THE SEAMEN'S JOURNAL, and evidence of the most authoritative and convincing kind has been submitted in substantiation of our charges against offending ship's officers, but without results in so far as any shipowner has been concerned.

In the opinion of the great majority of shipowners it makes no difference what is done; the only difference seems to be as to who does it and to whom the deed is done.

"SEAMEN'S ALLOTMENTS"

In the January number of the Marine News appears an article under the above caption, on which the editor has personally requested us to write something. This we proceed to do with the greatest of pleasure.

The fact that the individual seaman whose complaint inspired the editor of the Marine News to take up cudgels on this important topic happened to be an officer, deters us not at all, but somewhat pleases us. There are no grades in adversity.

The practice of certain steamship companies (our esteemed contemporary so informs us) in refusing to pay seamen's allotments intended for the support of their families during their absence is becoming a serious question, and is resulting, in many cases, in great hardship to dependent families of seamen. These allotments, we are informed, are in many cases arbitrarily held up by shipowners, for no apparent reason except that they have the power, or because they don't want to be bothered with beggars.

A particularly atrocious case of this kind was related to us by the editor, although he apparently did not have space for it in his paper.

But according to the editor's story it appears that a certain deck officer of an American ship, about to sail on a long trip, left an allotment to his wife according to the provisions of clause "b" of Section 10 of the Seamen's Act. But after he had gone to sea his employers persistently refused to pay the accruing allotments to his wife as they became due.

The poor woman called time after time at the company's office for her due, but was always met with the same brutal re-

fusal. Being in a delicate condition herself she was unable to work, and with a numerous family already on deck, her plight was pitiful in the extreme. The woman and family were finally reduced to the last stages of destitution and despair, when neighbors came to their relief; and all this time the husband and father was working valiantly at sea for their support, feeling secure in the belief that his family was being comfortably if not amply provided for out of his earnings.

It is hard to believe such cold-blooded arrogance could be possible among civilized men. Yet such appear to be the facts, and we did not obtain them from one of our own delegates either!

The editor asks our opinion as to what can be done to compel payment in such cases. We answer nothing as far as we know. If a man has no conscience the law cannot provide one; but if a man has a pocketbook a law can be made to mulct it when conditions warrant.

Article "a" of Section 10 of the Seamen's Act has teeth, and they can bite pretty hard too whenever anybody is foolish enough to attempt trifling with them. Article "b," however, is harmless in that respect so far, but may be able to grow some teeth after a while.

When seamen's allotment notes were invariably made payable to "original creditors," years ago, they were always cashed promptly on demand, not in installments, but for the aggregate amount of all allotments accruing during the prospective voyage, and there was never any quibbling about it either.

That was because the "original creditor" of the seaman was always a crimp, and delinquency on the part of a shipowner to "come across" would have promptly resulted in his ships being held up and left to "rot in their own neglected brine" for lack of crews. The crimps wielded a club over the shipowner's head more potent than blackmail, not because of the law, but in open and fearless defiance thereof. The shipowner was willing to break the law to oblige the crimp, because the hope of his gain depended on it; but in some cases, as it now appears, he is unwilling to obey the law to protect a poor woman and her helpless children, simply because there is no penalty for such refusal. The greatest bane of a sailor's life has always been that he was unable to marry and have a home and family of his own. He was a pariah of pariahs wherever he went—a homeless, hopeless unknown in all parts of the world, with no mother to pray, no wife to plead or children to cry for him. Therefore was his cause neglected.

We hold that any occupation whereby a man cannot assume the responsibilities of life, and support a home and family of his own, is not worthy of being mentioned among the list of useful avocations.

Now that seamen have arrived at something approaching that coveted estate and are preparing to take their rightful places among the elect of humankind, we propose, if possible, to keep them there and give them a chance to contribute their full quota toward the fulfilment of the Divine decree: "Be ye fruitful and multiply on the face of the earth."

We believe the law should make it obligatory upon all shipowners to pay their allotments regularly and promptly under suitable penalties, to the legal dependents of absent seamen, and that some adequate means should be provided by which both allotments and penalties can be as arbitrarily collected as they are now being refused.

A CONFESSION OF JUDGMENT

At a Stated Term of the District Court of the United States for the Southern District of New York, held in the Court Rooms in the Post Office Building, Borough of Manhattan, on the 28th day of December, 1920.

Present: Hon. John C. Knox, District Judge. John Rhamm and John Aspelin, Libelants, against Mallory Steamship Company, Respondent.

The respondent Mallory Steamship Company having filed an offer to allow a decree to be entered herein in the sum of $28.80, and the libelants John Rhamm and John Aspelin having accepted the said offer,

Now on motion of Silas B. Axtell, proctor for libelants, it is

Ordered, adjudged and decreed, that the libelants recover of and from the respondent Mallory Steamship Company, as damages, the sum of $28.80 and have execution therefor.

JOHN C. KNOX,
U. S. D. J.

All seamen will be interested in the foregoing "Confession of Judgment" now on file in the United States District Court for the Southern District of New York. The document speaks for itself.

The two seamen mentioned in the libel, having been required to work after hours, put in a claim for overtime which was refused. Whereupon, they quit argument and promptly carried their claim to the United States Court; not under the Seamen's agreement, but under Section 2 of the Seamen's Act, which establishes a legal nine-hour day for seamen working in port.

Finding that the two seamen meant business, attorneys for the ship came into court and entered a "Confession of Judgment," which is only another way of saying "we tried to swindle them, but dasn't in the presence of this Honorable Court." "Don't shoot, Davy; I'll come down!"

JAMES H. WILLIAMS.

For a long time it has been known that various forms of dust when mingled with air in certain proportions are capable of producing explosions when brought in contact with flame. This danger sometimes exists in flour mills, an instance being the explosions, some years ago, of three flour mills at Minneapolis. It was then demonstrated by experiment that two ounces of flour in two cubic feet of confined air, when ignited, would cause a violent explosion, and it was calculated that the contents of a flour sack distributed through 4000 cubic feet of air would cause an explosion capable of throwing a weight of 2500 tons to a height of 100 cubic feet. A case is of record where sugar dust in a confectionery factory caused an explosion and in another case dry soap proved equally dangerous.

OCEAN'S ONLY INSECT

Of all forms of animated life, the insects are those which are most abundant, not only upon the land, but in the water, since a great many species are specially adapted to living near water and even spend part of their lives as water animals, as in the case of the larvae of mosquitoes.

It is a singular fact, however, that the ocean, which is so richly provided with such various forms of life, ranging from protozoa to the highest forms of warm-blooded mammals, such as whales and seals, can boast of but a single insect. This creature is interestingly described by M. A. von Lueigendorff in a recent number of Kosmos (Stuttgart).

The reason for the general absence of insects upon the surface of the sea is obvious, says this authority, the almost ceaseless and often violent motion of the masses of water, together with the general lack of plant life, such as might furnish sheltered dwelling places for insects. In view of these reasons it is all the more surprising to find that one species of insect has been able to adapt itself to life on the ocean waves. This is the seabug Halobates, closely related to the fresh-water insect Hydrometra, the widely known "water runner." The structure of this little creature's body is admirably adapted for existence upon water in almost constant motion. * * It is found exclusively in the tropical seas in comparatively calm stretches of water, and can best be observed on days when there is little or no wind. It usually prefers the high seas to the vicinity of the coast. * * Just what the "sea bug" eats is still quite uncertain.—Scientific American.

WOMEN MAGISTRATES

Women magistrates for courts dealing with children's cases are advocated in a report issued by the British Board of Education, according to information received by the United States Children's Bureau.

Juvenile offenses against the law are on the increase in England. The old methods of punishment by whipping and imprisonment have failed. In 1910 the number of young persons sent to prison totaled 2,800; in 1918 it had increased to 5,000. Of all those who were punished by detention one-sixth were back in the court within a month. Whipping has proved even more of a failure, as one-fourth of the offenders reappeared in court within a month.

The English magistrates, it is stated, have not had a sympathetic understanding of child life and they have not been keen to avail themselves of the many facilities for considerate treatment placed at their disposal by the Children's Act of 1908. The principle of rehabilitation is recognized in law, but the practice has been neglected.

The report recommends that every court should have a children's probation officer. His duty would be not only to supervise cases himself, but to secure the co-operation of teachers, scoutmasters, officers of boys' and girls' clubs and other social organizations so that every child in his charge should be introduced to one or more of these agencies.

OUR WASHINGTON LETTER

(By Laurence Todd.)

The Clayton Act is dead, in so far as its supposed power to safeguard the right of organized workers to carry on their struggle for justice is concerned.

That is the substance of the decision of the majority of the United States Supreme Court in the case of the Duplex Printing Press Co. against the International Association of Machinists.

All the fruits of thirty years of agitation by organized labor for legal protection of its peaceful methods of self-help, according to Samuel Gompers, have been swept away. The right to conduct a secondary strike is denied by the highest court in the land. Labor is once more, under this decision, a commodity which must not be withheld from commerce.

Andrew Furuseth, in a statetment on the triumph of reaction in the court, says:

"As a protection to those who toil, the Clayton Act is no more. In so far as a majority of the court found that it supplemented the Sherman Anti-trust law by extending it in its prohibition against the command of Jesus Christ—that we shall bear each other's burdens—it is held to be good law.

"We may see our neighbors about to be crushed by the supermen of modern business; we may see these supermen take the bread from the mouths of our neighbors and the milk from their children; but we may not help the suffering by accepting part of the load, if any such interference may in any way be detrimental to the business of the superman.

"To give such help as our sympathy and our interests may dictate will send us to prison for contempt and deprive us of the property that the superman, as a profiteer, may by accident have left us. . . .

"The affirmation that labor is property was true in Babylonia, in Athens, in Carthage, in Rome, and in the Southern States prior to the adoption of the 13th Amendment. It cannot be so held now, unless we disregard the Emancipation Proclamation, the surrender at Appomattox, and the adoption of the 13th Amendment to the Constitution. Congress saw this and by statute commanded that in construing the Sherman Anti-trust law and the amendment thereto—the Clayton Act—the judiciary should for the future recognize the fundamental distinction between the labor power of a human being and the products resulting from such labor power in activity. Did the Supreme Court fail to see and recognize this part of the Clayton Act, or did it deliberately disregard the will of Congress enacted into law in support of the 13th Amendment and human freedom?

"Was the court so blinded by the philosophy of commercialism that it failed to see the meaning of this part of the statute? Was the court so immersed in the Roman law as seen by the lawyers and the men of business that it was unable to see the American law as enacted by Congress and based upon the history and Constitution of the United States? . . .

"The fact is that we have here a terrible miscarriage of justice, and the case should be reopened in order that the court may apply American law. As it now stands the decision does violence to all the better feelings in man, especially in man of the white race. It is the death of chivalric impulses. It forbids us to go to the assistance of the weak if in combat with the strong. It is unsportsmanlike. It is unethical. It is un-Christian. It is un-American. It belongs to the jungle. Its tendency is to deprive the evolutionist of hope, to prove that the revolutionist is right. It will, if it be permitted to stand, create more Bolsheviki in these United States than could all the Russian propaganda assisted by the most liberal amounts of Russian gold."

Frank Morrison has suggested that, since the safeguards to labor do not hold, organized labor must now seek the repeal of the Sherman law, under which organized labor alone is made to suffer in prosecutions and suits for damages and injunctions. Within a few weeks the Supreme Court will probably hand down a decision in the case of the Arkansas coal operators, who have secured an award of $600,000 damages against the United Mine Workers of America for the attempted unionization of their employes. In view of the strongly anti-labor trend of recent decisions, the action of the court in this case can readily be forecast. Unless the anti-combination law is drastically revised or repealed, every dollar of trade union funds and trade union property in the country will be put in real jeopardy. That is one of the big cards now held by the directors of the "open shop" drive.

How tremendous is the scale upon which this war against the American labor movement is to-day being waged is sketched in the petition filed with the Interstate Commerce Commission, in behalf of President Johnston of the Machinists, by W. Jett Lauck, asking a Government inquiry into the extravagantly costly contracts signed by railroad companies with subsidiary supply concerns.

"Our records already show more than 32,000 men thrown out of work," says the petition, in telling of the process of turning over of railroad shop and maintenance work by the Morgan-controlled group of managements to their dummies. "This phase of the matter is without doubt part of the alleged 'open shop' movement which has for its real object the disruption of all legitimate labor organizations and trade union agreements. Evidence of its activity has already been disclosed—

"1. By its disruption of the Interchurch World Movement because it prepared a report advocating collective bargaining in the United States Steel Corporation, an industrial organization affiliated with J. P. Morgan & Co.

"2. In the recent startling revelations before the Lockwood Committee in New York, to the effect that the United States Steel Corporation and the Bethlehem Steel Co. refused to furnish fabricated steel to construction companies in New York City who employed members of labor unions.

"3. In the recent refusal of the companies entering into the anthracite coal combination controlled by J. P. Morgan & Co. to grant complete union recognition to the anthracite coal miners.

"4. In the present deplorable situation in Mingo and Marshall counties, West Virginia, and in the Birmingham district in Alabama, where there has been a complete breakdown of civil government due to the refusal of coal and steel companies, dominated by the United States Steel Corporation, to grant bituminous coal miners the rights of collective bargaining to which they are legally entitled.

"These same interests are now attempting by the unwarranted methods we have described, to deprive railroad workers of their right of collective bargaining."

Lauck shows that the railroad companies are "milking" the national treasury—under the Esch-Cummins Transportation Act—of three-quarters of a billion dollars this year, and are manipulating the money to drive organized labor from railroad employ. If they are permitted to continue they will for the first time in history conduct a private and predatory war to crush a large section of the nation itself, wholly at the financial cost of the nation. For, no matter how many hundreds of thousands of dollars, or how many millions, may be spent by the Morgan group of railroads in employing gunmen and scabs, every penny will be paid by the public instead of by the railroads. And the union men now being dismissed from railroad employ will contribute their share of the cost of their own destruction.

Such is the Esch-Cummins Act, pronounced by Senator Lenroot and by President-elect Harding a monumental act of statesmanship!

The same committee—Senate Interstate Commerce Committee—which approved this piratical legislation is now considering the Frelinghuysen amendment, which is proposed to supersede Section 10 of the Clayton Act, which now forbids the making of these "insider" contracts between railroad companies and supply companies in which the railroad owns a "material interest." This Frelinghuysen measure is filled, as Glenn Plumb says, with "weasel words" which destroy the law and will permit the permanent looting of the public through these cost-plus contracts for supplies and maintenance. It makes the Interstate Commerce Commission the sole judge, in any case where the issue arises, as to what is a "material interest"—in other words, how much of a supply concern may be owned by the railroad which gives it a fat contract. Also, and worse, the amendment gives the railroad the right to give as many contracts of not over $50,000 each as it may see fit to award, to any such dummy concern. As all work can be split up into $50,000 items, in one way or another, this clause kills the whole anti-gouge feature of the law.

The Frelinghuysen amendment may soon be reported out, favorably.

A SUBSTITUTE FOR CORK

A chemical works at Bruenn-Koenigsfeld has been carrying on experiments with a view to finding a substitute for cork, says a Prague correspondent in the Times Trade Supplement, and these have now led to tangible results. Turf treated by a special patented process furnishes a material for insulation and building purposes that is said to be, in most respects, not inferior, and in some superior, to cork. The product is reported to be equally light, firm, and sound proof, to possess great insulating properties, and to be damp proof.

WEEKLY NEWS LETTER.

(Continued from Page 3)

throughout American business life down to the shareholder of the country bank. All are marshaled to meet an attack.

"It is not merely a matter of politics or business, but ties into social affiliation and prestige; and the attacker finds himself not only strangled in business life, but alienated from his friends. To attack the great financial interests is, they say, 'making war on society and on our institutions.' To criticize the crooked managements or railroads, the schemes by which they are enabled to fleece the people, is to be a 'socialist' or a 'bolshevist' and an enemy of society and to be frowned on by the highest social classes from the metropolitan club house to the lively circles of the village literary society."

Unusual Award

An unusual compensation award was recently made in the case of Mrs. Elizabeth C. Maguire of near Conshohocken, Pa., whose husband was killed by a foreigner outside the plant in which both were employed.

Maguire was a foreman and the foreigner declared he would "get him" because of a dispute in the shop.

The State Compensation Board ruled that the fact that the assault took place off the premises does not alter the case, and that there was an unbroken chain of events from the quarrel in the plant to the attack a few feet off the premises.

Renew Agreement

The Michaels, Stern & Co., of Rochester, N. Y., have renewed their agreement with the United Garment Workers of America and declare it their belief that it is "for the best interests of the workers and of the industry itself that the relations between the firm and the union be continued."

"To that end," say these employers, "we encourage and advise our employes to join the union, and we urge all members to be prompt in the payment of their dues and attend all the meetings of the union and to take an active part in its proceedings, in order that the union may truly represent the general attitude of the majority of our employes.

"We are confident that a representative organization of employes in which the great majority take an active interest, and through which their purpose and desires may be fairly ascertained and expressed, will be helpful in continuing the good will and co-operation now existing between the firm and our employes, to the well-being of all concerned."

DUTY AND RESPONSIBILITY

(Continued from Page 7)

shipowner, no matter how bad he may be, can deprive the worker of a feeling of pride in work well done. The ability to do really good work, if you will it so, carries with it the ability to do real bad work, if you should be driven in that direction.

The really skilled seaman is the best shipmate. He can understand your difficulties better than other men and, if he be otherwise a man, he will be pleased to teach you what he knows himself. Of course, you must be willing to learn. It will not do to maintain that you know enough to make all the money you think you ought to be making for your employer. You are not to please him by knowing and doing your work. You are to please yourself. The skill that you are gathering is your personal attribute. It is part of you. It is in you. You cannot sell it. You can not give it away. It is your labor-power, the most individual thing, the most personal thing in all the world. It cannot be taken from you. While you may not need it now, to-day or to-morrow, you know not when or where your life, your existence as an individual, may depend upon it. You know not when or where the existence, the future, the well-being of your Union, and the freedom of the race may depend upon it.

When you have the skill you are ready for what may come. No one hath seen to-morrow's sun rise. We know nothing about the morrow, but we may make ourselves ready to meet it and to-morrow's sunrise by acquiring the fullest possible skill in our calling.

On the Pacific Coast we are under obligations to our employers to give them good service. They give us the preference in employment and they employ us in harbor as well as at sea. They have a right to expect good work from us and it is our duty to give it while they continue to treat us fairly. Where we are not so treated, where we are compelled, in order to live, to work with and associate with anybody from anywhere at the shipowners' pleasure, it will depend upon us, if we shall give to such the benefit of our skill. They have no moral right to it, because they fail to treat us as men. We should, nevertheless, for our own sake, give them a fair day's work for a fair day's pay. But we should do this, because we feel better in so doing.

In any and all circumstances and under all conditions we will be the better for having developed skill in our work. Let us do this by all means.

CALLING THEM HOME

George Tchitcherin, People's Commissar for Foreign Affairs at Moscow, has ordered the Russian soviet trade bureau in the United States dissolved, and all the Russian members of the staff returned to their home country. This decision was made following the announcement of the Department of Labor's action in ordering the deportation of Ludwig Martens, the Russian trade envoy. No appeal will be taken from the decision of the Department of Labor. Mr. Martens has notified the department through his attorney, Charles Recht, now in Washington, that he wishes to return home at his own expense, taking his family and his staff. He was delivered to the department on January 3 by Mr. Recht, on whose parole he has been since the issuance of the deportation order December 18.

Forces of various kinds directed toward the disruption of organized labor have a powerful ally. He is an unscarred veteran of many industrial battles, unscarred from the fact that he is not a fighter and is never found on the firing line. His name is General Apathy and his number is legion.

International Seamen's Union of America

(Continued from Page 5)

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HOBOKEN, N. J. ..... 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
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KETCHIKAN, Alaska ..... P. O. Box 201
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UNGA ..... Alaska

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BRITISH COLUMBIA STEWARDS' UNION
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VANCOUVER, B. C. ..... 311 Hastings Street, West
Room 2. Phone Seymour 3976

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Deck Street, Bellingham, Washington

Labor News

About 300 employes of the California Cotton Mills (unorganized) recently quit in dissatisfaction over a decrease in wages.

Despite storms of protest by manufacturing interests, the city commissioners of Birmingham (Ala.) have voted that hereafter eight hours shall be the basic work day for municipal employes.

The Merchants and Manufacturers' Association of Los Angeles, Calif., has asked the Brownstein-Lewis Company to resign from that body because this firm is erecting a building with the understanding that only union labor shall be employed.

The Supreme Court of the State of Washington has upheld the $18 minimum wage rate for women employed in the hotel and restaurant industry. Hotel men were also defeated in an attempt to annul the six-day order of the State Industrial Welfare Commission.

The shipping business of Melbourne and Sydney, Australia, has been paralyzed by a strike of the stewards. Vessels aggregating 100,000 tons are tied up at both ports and the only ships that have been able to move are those under the American flag.

The Anaconda Copper Mining Company has entered upon a general policy of wage reduction. According to notices received by the officials of the metal trades the company will reduce the wages of all employes receiving more than $5.75 per shift, $1 per day. Other employes will be reduced from 50 to 75 cents per shift, on and after January 20. The communication also states that all contracts now in existence are to be considered abrogated after January 16 and that certain working rules now in force will not be recognized by the company. The existing contracts include a union-shop clause, which will be nullified by the company's action.

The beginning of the wage-cutting campaign is in evidence in San Diego. The Kier-Simpson Construction Co., which has been doing the preliminary work for the $700,000 naval hospital, served notice that wages would be cut $1 a day for laborers. After every effort had been made to settle the matter amicably, the workmen on the job were called off, and they came with the exception of two men. A remarkable thing about this strike is the fact that both union and non-union men were employed and when the union men were called off the non-union men came as well, including both Mexicans and Negroes, and the shame of the whole thing was that the two traitors were white-skinned but black-hearted.

Boston policemen who replaced striking policemen have established unenviable records, according to the annual report of Police Commissioner Curtis. This official was most active in opposing the recent effort of policemen to improve conditions. He disbanded their fraternal organization, and when they affiliated with the American Federation of Labor he discharged many patrolmen. As a last resort the police struck. Now Police Commissioner Curtis acknowledges that eight times more property was reported stolen last year than in 1919. During the year 73 police men were found guilty of various charges and dismissed and 231 reprimanded. Of the latter number 51 got while charges were pending against them.

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Nilsson, Axel
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Sarin, C.
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Weber, Fred C.
Package
Hansen, H. O.

INFORMATION WANTED.

Arturo Longueira, age 18, who mysteriously disappeared at South Ferry, New York, on August 25th, or any one knowing his whereabouts, will please communicate with Secretary, Marine Firemen's Union, 70 South St., New York City. 10-20-20

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INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Portland, Or., Letter List

Adams, Hugo
Ahlstrom, Kilian F.
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SEAMEN, do you know what you are entitled to receive for services that you perform as volunteers in saving life and property at sea? If you don't, get a copy of Axtell's Book, "Rights and Duties of Merchant Seamen." It covers this subject completely. Why should you sign papers for a runner from a lawyer's office, to collect what you have earned, if, by knowing the law, you can get it without doing so. Do you know that it is contrary to law and ethics of the profession for a lawyer to employ a runner or pay a runner or any other person any portion of his fee for getting business for him; that such an attorney is not regarded as fit to practice in the majority of States in the United States? In cases where a lawyer represents the whole crew, including officers and men, 15% is a fair charge, for collecting the money where it does not involve litigation. This book contains a complete digest of the Constitution of the United States and the Statutes of the United States pertaining to seamen, officers, consuls and owners, their rights and duties to themselves and to each other.

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The actual cost of publication is 65c. The price is $1.00 in single copies. In orders of ten, a discount of 10% is allowed. In lots of twenty 20% is allowed, in lots of twenty-five 25% discount, in lots of one hundred 30% discount. In other words, in lots of one hundred there is 5% to cover cost of shipment.

The author, Silas B. Axtell, Attorney for the International Seamen's Union of America, in nine fights before the Supreme Court of the United States to enforce the Seamen's Act, Attorney for the Seamen's, Firemen's and Cooks' organizations in innumerable legal battles, is the leading authority on the law pertaining to seamen.

There are only 2000 copies of this book to be disposed of. They are going at the rate of 250 per week by mail order alone.

This is what Harry Olsen, who initiated Mr. Axtell into the Sailors' Union of the Pacific before he went on board the "West Calumb" as ordinary seaman in September, 1919, says:

> "Your book, 'Rights and Duties of Merchant Seamen,' ought to be in the hands of every seaman. Knowing the law would settle a good many disputes which now arise. I will do my best to further the sale of the book and to start with I enclose P. O. Money Order for $20.00 for which kindly forward twenty books as soon as you can."

The following is quoted from a letter just received from Frank Manning, an American Seaman, who met with a serious accident on board an American ship. After stating the facts in his case and asking for assistance and advice, he says:

> "Orunds Hospital, Copenhagen, Denmark, October 27, 1920.
>
> "As I am not up in the Maritime Law whatever and do not pretend to know the least thing about it, it is no good for me to get into any arguments over here with these people because an uneducated person cannot cope with them. Well, Mr. Axtell, hoping to hear from you and hoping this finds you in good health, I am
>
> "Respectfully yours,
>
> FRANK MANNING,
> Copenhagen, Denmark."

Every seaman should have one of these books, "Rights and Duties of Merchant Seamen."

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Strohm, Carl L.
Seipel, Ludvig
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Swanson, Peter
Sorensen, Edwin
Stahl, Oscar V.
Shaffer, R. W.
Saland, Hans
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Smith, Carl J.
Sundquist, Walter V.
Sternburg, A.
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Soder, Paul W.
Sunde, O.
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Zunderer, Theo
Zetbury, Harold

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Kallio, Franz
Pennington, H. D.

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Jones, Ernest L.
Tamm, Helge
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Langmann, William
Lehtinen, Armas
Pentak, William
O'Brien, J. S.
Haddon, Fred
Hennum, Christ
Fernandez, Jose
Lechmus, W.
Hansen, Archie
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Jacobsen, John
Hecker, Willy
Hingren, John H.
Lindstrom, A.

INFORMATION WANTED

F. Friberg, Albert Rundstrom, V. Tommala, Emil Lundquist, Karl Rinto and J. Ostergeer, please call upon J. T. Smith, Room 411, 112 Market street. 1-19-21

Home News

A 10 per cent. reduction in wages, effective January 17, has been announced by the John A. Roebling's Sons, of Trenton and Roebling, N. J.

After receiving a proposition from their employers, the Holt Manufacturing Company of Peoria, Ill., for a reduction of 20 per cent. in wages, 1000 employes of the concern failed to report for work.

Manufacturing and business interests will renew their fight before the Legislature for a New Jersey cossack system and certain newspapers are molding a public opinion to this end. The Trenton Times seizes upon the crime wave and declares that the cossacks will round up night prowlers.

The 65 leading telephone companies of the United States operated at a profit of more than $7,500,000 during September, an increase of $3,024,179 over the corresponding month of last year. The income of the companeis for September amounted to $41,736,621 and the operating expense amounted to $31,690,367.

The federal census shows an increase in farm mortgages in Alabama. In 1910, 26.9 per cent. of all farms operated by owners were mortgaged, and the figures for the last census show that the percentage of these farms has increased to 30 3-10. The number of white farmers is 160,896, of whom 88,974 are owners. The 95,203 colored farmers include 17,202 owners.

The Sunday Rights Association, non-sectarian and non-political, was organized at New York last week at a gathering of city officials and professional and business men, for the announced purpose of "opposing legislation intended to restrict the liberties of the American people on the Sabbath." Martin Vogel, formerly Assistant Treasurer of the United States, was elected president.

The building trust probe has exposed a combination of four paint and white lead manufacturers that control 95 per cent. of this commodity. Next to white lead the principal ingredient of paint is linseed oil and the probers declare that they will connect this trust with the paint combine. It was shown that the manufacturers exchanged price information and competition was eliminated.

The biennial convention of the four railroad brotherhoods of Wisconsin unanimously went on record for the Government ownership of the coal mines in their session at Milwaukee. The legislative boards were instructed to request legislation at Washington for the ownership or regulation of the mines, and the sale and distribution of the coal. The "un-American and tyrannical attitude" of the Bethlehem Steel Co. toward the unions and its declaration not to sell a product to any factory that has not declared for the open shop, was denounced. The passage of the Poindexter anti-strike bill by the United States Senate was scored and the Senate declared to be an American House of Lords. The Congressmen and Senators from Wisconsin were urged to do all in their power to abolish the Esch-Cummins law. Government regulation of the railroads was set down as a demonstrated failure and it was pointed out that the alternative was a form of Government ownership and operation. The convention unanimously endorsed the Plumb Plan for the ownership of the railroads.

Domestic and Naval

The United States Shipping Board has at the present time 208 vessels of 1,262,000 tons tied up in the harbors and ports of the country, and 100 more are entered for withdrawal.

The American steamer "Polar Star," which sailed from Hamburg December 27, bound for Hampton Roads, returned from the lower Elbe to Hamburg the following day. The vessel's engines are damaged.

The application of the Federal Government for appointment of a receiver for the Sloan Shipyard Corporation and allied companies has been denied by Judge Neterer in the United States Court at Seattle. The United States Shipping Board Emergency Fleet Corporation was one of the defendants.

Some very quick repair work has been accomplished by the United Engineering Co. in substitution of a new spare section in the crank shaft of the S. S. "Queen." The work was performed by forty mechanics working in shifts and was completed in four days.

With the transfer of the New York Quarantine Station to the U. S. Public Health Service, the Federal Government will have complete possession and control of the country's inner line of defense against disease from abroad. Most States have long since relinquished this work, New York being the last to give up to Federal control.

Naval officers are enthusiastic over the successful completion of the flight from San Diego, Calif., to the Canal Zone by twelve of the Navy F-5-L seaplanes. The 3200 miles was completed in seventeen flying days and was marred by one fatality. Chief Radio Electrician Cain was struck by a propeller at Fonseca Bay. The flight is one of the longest on record and over a course never before traversed by aircraft.

Sugar destined for delivery from the Hawaiian Islands to Atlantic Coast ports will be transferred by an all-water route. An agreement between the Shipping Board and officials of the Matson Navigation Company provides that the steamers "Hawkeye State" and "Buckeye State" will carry these cargoes when placed in operation by the latter company. At present sugar is transported from the Islands to San Francisco and shipped by rail to the East Coast.

Navy Department advices state that the former concrete ship plant of the Pacific Marine and Construction Company of San Diego, Calif., is to be converted into a fleet repair base. Work is to start at once on six concrete docks, each 300 feet in length, with which the base is to be equipped. After it goes into commission next summer, destroyers, mine-sweepers and other small craft which are now being sent to Bremerton and Mare Island Navy yards for docking or repairs, will be handled by the San Diego fleet repair base.

Purchase of the "Wandilla," owned by the Eryldon S. S. Co., of Newcastle, New South Wales, is announced by Furness, Withy & Co. The vessel will be used in the Bermuda and West Indian runs from New York. She measures 7,78- gross tons and is a sister ship of the "Fort Victoria," now in the Line's New York-Bermuda service. William Beardmore & Co. built the vessel just before the war on the Clyde for the Australian company. It is claimed that she will be the largest and fastest steamer in the West Indian service.

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Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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Anderson, J. H.
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Andersson, Gun. S.
Anderson, K. O. H.
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McDermott, Thos. B.
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McPherson, James
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Zilla, Joe
Ziehr, Ernst
Zikman, A.

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Olsen, O. J. -1020
Osborne, E. T.
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Petterson, A. L.
Rohman, Georg
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Sharman, E. S.
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Ward, A. C.

NOTICE

The Sailors' Union of the Pacific is conducting a training school in marlinspike seamanship during the winter months only at Room 4, No. 9 Mission Street. Young members who need some practice, and older members who want to brush up, should take advantage of same. Competent instructor on hand. Open to members only.

INFORMATION WANTED

Dirk Land, or anyone knowing his whereabouts, will please communicate with Ed. Timmerman, 49 Reid street, Brooklyn, N. Y. A sum of money is held for him by me.

12-8-20

An award has been made and funds are in our hands ready for distribution to the officers and crew of the S. S. "Lake Calvenia" who salved the S. S. "Balino" Nov. 28, 1919. Kindly communicate with this office in order that prompt and proper settlement might be made. Levy & Levy, Attorneys, 202 Trust Building, Galveston, Texas. 12-15-20

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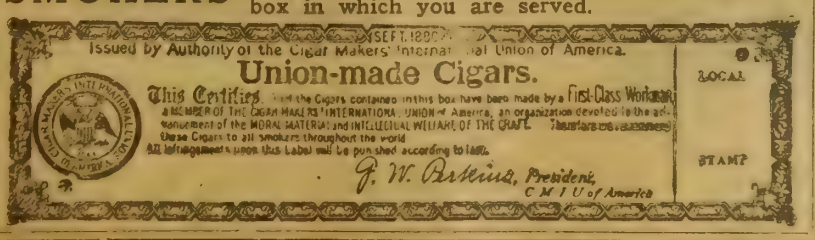

News from Abroad

British exports of steam coal in October, 1920, were 1,058,047 tons (against 4,952,643 tons in 1913) and of gas coal, 164,119 tons (against 1,026,497).

According to the Paris Matin, France will retain all German ships which she has been managing provisionally under the terms of the Versailles treaty. These ships aggregate 430,000 tons.

The tonnage tax brought in a revenue of $1,707,934 during the fiscal year ended June 30, 1920, according to the report of the Commissioner of Navigation. Of the total $687,743 was contributed by American vessels.

The Odd Shipping Co., Sandefjord, has absorbed the two whaling companies South Pacific and Dominion. The capital of the combine will be Kr. 8,000,000, and the manager will be Chr. Christensen, Jr., of Sandefjord.

The Italian Fuel Controller has fixed prices per metric ton, free on truck, at Italian ports, as follows: Belgian coal, 580 lire; German coal, 650 lire (Silesia) to 900 lire (Westphalia); British and American steam coal, 770 to 800 lire.

In view of the depression in shipping, it is persistently rumored in Japan that an attempt will be made either to nationalize shipping or at least to bring about a merger of some of the larger shipping concerns.

The Royal Mail Steam Packet Co. announces that the new liner "Orca" will be used in the new service from New York to Southampton and Hamburg, which is expected to begin next spring, in addition to the liners "Orduna," "Oropsa" and "Orbita" already scheduled.

The British Secretary of State for the Colonies has been approached by the Government of the Island of Malta in connection with a proposal to establish the shipbuilding industry there, and has been asked for his advice as to how this end might be attained.

The Compagnie de Navigation Sud-Atlantique, whose vessels made 25 licensed voyages to Brazil and River Plate and 8 under requisition last year, reports a gross income of 31,473,564 fcs., less expenses of 30,500,501 fcs., leaving a net profit of 973,062 fcs. The dividend is at the rate of 7 per cent. on both classes of stock.

The Talatta Sailing Vessel Co., of Aarhuus, managed by M. A. Olesen, started in March, 1919, by six captains with a share capital of Kr. 1,500,000, has had to stop payments and will now probably be wound up. The company has persistently been prosecuted by misfortune, one of its ships was burned, another was purchased in Sweden and led to an enormous loss in exchange rates, and a third vessel is lying at Aalborg, with attachments against her on account of repairs which cannot be paid.

The first step to prevent seamen signed on at foreign ports for a round voyage throwing up their contracts at American ports under the terms of the Seamen's Act, has been taken by the Norwegian Shipowners' Association, which has memorialized its members to impress it upon their captains not to engage at American ports deserters from Norwegian vessels. It is further stated that some Norwegian owners are adopting the policy of requiring sailors to give security against deserting at American ports.

With the Wits

Mrs. Willis (whispering to her husband at fashionable dinner)—That one there is the fish-fork, John. Mr. Willis—Don't I know it? I've fished it out of the gravy three times already.—Houston Post.

Mistress—How did you happen to leave your last position? New Maid—The lady fired me. Mistress—Ah, she was dissatisfied. New Maid—Naw. She was a sorehead. I run for alderman ag'in her and won.—Town Topics.

His Father (at luncheon in the hotel, to son who has just completed his college career)—And have you decided upon your next course, young man? Young Saphead—Indeed I have, pater. What do you say to a shrimp salad with a little caviar?—Houston Post.

Mrs. Bacon—What is your husband ranting about in the kitchen? Mrs. Egbert—He's expressing his opinion of the cook. Mrs. Bacon—Dear me! I should think he'd be afraid to speak to her in that way. Mrs. Bacon—Why should he be afraid? You know she left yesterday.—Yonkers Statesman.

"You know it is stated that a man's heart beats 92,160 times a day," said the young man wearing a Shriner's pin. "Every day?" asked the Eastern Star lady. "Yes, every day." "Well, if a young man's heart didn't beat more times than that the day he proposed marriage to me I'd consider him a pretty cold proposition."—Yonkers Statesman.

The young men of the war who now find it difficult to go back to the draper's counter remind us of the boy who went to the circus. On his return home his mother asked him how he'd liked it. "Oh, ma," he said, "if you once went to the circus you'd never go to church again in all your life!"—London Opinion.

"Uncle Ed, don't you preach every Sunday?"

"Yassah, jedge, I sho' do."

"An' yet you are charged with stealing chickens."

"Jedge, I ain't sayin' I never stole no chickens, an' I ain't sayin' I did, but if I gits erquitted in dis case I'm gwine to preach a powerful sermon on dat subject."

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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THE I. S. U. OF A. CONVENTION

Work of the Year Reviewed in Report of President Furuseth

The Twenty-fourth Annual Convention of the International Seamen's Union of America was called to order in Scandinavian Hall, Philadelphia, Pa., on Monday, Januar 10, 1921, by President Furuseth.

Addresses of welcome were delivered by Mr. C. J. Cattell, representing the Mayor of Philadelphia, who was absent from the city, and Mr. George F. Sproule, Director of the Department of Wharves, Docks and Ferries.

President Furuseth's report contains summary of progressive attainments, present conditions, and recommendations for future action.

To the Twenty-fourth Annual Convention of the International Seamen's Union of America.

Comrades and Delegates:

In bidding you welcome to the Twenty-fourth Annual Convention of our Organization, I beg you to look over the field and recall to your minds the substance of the report submitted to the last Convention. The founders of this movement did not look upon it as in any sense a local movement. "They looked into this country, and then to the world as the field of our endeavor. They gave the impulse to an organization that was to work to improve the condition, first, on this coast, then in this country, and then in the world." In so far as we have proven true to the purposes that were in the minds of the founders we have tasted success. In so far as we have failed in loyalty we have met defeat. This movement was and is to remove the shackles from the seamen and to set them free, or it is nothing. It is to restore to the seamen the status of free and skilled men—men who know their work and their duty, and who are willing to do it, or it is a No Thing. That other groups in human society have chosen to look upon our work and upon us as inferiors, who ought to be satisfied with less than absolute equality with other men is no reason why we should either, by our claims or our conduct, admit or even give occasion for any such estimate. Some groups take this view of inferiority, because, while they know better, they want to deceive other groups and, if possible, impose these ideas on us. Others believe it because they are told, and yet others because they beheld us as bondmen who would not or could not do anything for their own liberation. These last saw only the results; they knew naught of the past, of the inheritance, which had been imposed upon us, of the difficulties which we had to meet and to overcome. These did not consist solely in the opposition of our employers, who, having practically absolute power over our lives, were resisting any change. It was to be found also in the division of our calling as seamen into three groups—sailors, firemen, cooks and stewards. (For the purposes of this analysis I am considering the fishermen as sailors).

These sub-groups had each a way of thinking itself superior to the other or others, and it was very difficult for them to see that the sub-groups must work together—that they "must hang together or hang separately."

We have, to a large extent, overcome this difficulty. We are now working together. It was the fact that we were working together that made it possible to accomplish what we so far have. If we shall ever fail to recognize the absolute inter-dependence of these three groups and shall try to "go it alone," we may be sure of defeat. Yet another reason was a tendency to localize our efforts. We failed to understand that we were, of necessity, migratory, and we tried to copy not only the ideas, but the very form of organization of men on shore. As our work, our lives, our status was and is separate from men on shore, so we are compelled to lay our struggles on different lines from men on shore, and the organization in itself must be different because it must correspond to our migratory life. As with us there can be no real separation into the sub-groups, so there can be no real separation into districts. Our present arrangement into sub-groups is useful, nay necessary, in order, that we may work the better together; our division into districts is good and is needed for administrative purposes; but the closer we can get together for the purposes of adjusting any differences that may arise between members of the different sub-groups and in dealing with our employers, the easier we can make it for members to participate in any business and receive the benefit and protection of the union in any office or meeting, no matter where, the stronger we shall be and the better we shall be able to work for those ideals for which we are organized. We must more and more seek to realize our ideal of "the Brotherhood of the Sea." We must learn to understand that only in so far as we are really brotherly in thoughts and conduct, and thus joyously bear each other's burdens shall we be able to regain our true place among men.

We have attained a larger membership than we thought possible. We have gained this membership in a very short period. It is not possible that education has advanced as fast as the membership. But the membership must be taught to understand this movement, its fundamental purposes, its real hopes and its high aspirations, or it will lose itself in momentary daily interests, which is often nothing but Jack-o'-lanterns leading us into swamps, where destruction is as unavoidable as it is certain. The new member is not to be blamed if he follows such lights if it be the best he has. It is the duty of those who know and especially is it the duty of the officers to furnish him with the light he needs—the better light.

When we began this Organization we promised ourselves—the most binding of all promises—that we would seek to so amend the law, that we might be free men and thereby be able to work for an American personnel—a body of American seamen. We have done this, and from the point of law there is little remaining to prevent such development. It is true that some of the freedom is being construed away by the Courts; but such decisions we hope to have overruled either by the Courts themselves or by Congress. It is also true that much of the law is permitted to sleep because it is not yet fully understood by the executive part of our Government; but this we may hope to see altered in some way. Any policy which stands in the way of the development of skill and efficiency or in the way of equalization of the wage-cost of operating vessels will be sure to pass away if we shall persist in calling this to the attention of the American people and the different branches of its Government. When it is understood that the "Kalashi-Watch" works against the development of an American personnel, against efficiency and safety, the "Kalashi-Watch" will have to go. When it is understood that the failure to enforce the "Language Clause" drives the American from the sea, prevents the actual equalization of the wage-cost, and thereby destroys the hoped-for development of real American sea power, we may be sure that the "Language Clause" will be enforced. We must do our share. We must, in one way or another, keep these matters before those competent to deal with them until their full meaning is understood.

We promised ourselves that we would work for the maintenance and development of skill in seamanship. In this matter we have not done all that we ought to have done. Of course it is true that we could not do much in the past. We are compelled, in order to live at all, to take into our Organization all such men as the shipowner was willing to employ. We were compelled to do this or we would be gradually excluded from all vessels, and this would have destroyed all skill. We may be compelled to continue this system on the Atlantic and the Lakes and readopt it on the Pacific; but if the shipowners on the Atlantic and the Lakes can be induced to give to Union members the preference in shipping we can and should insist upon as high a standard as possible, and we should, on shore as well as on board vessels, do our best in developing such a standard of skill that the vessels need not go to the repair shops, except for general overhauling or to repair damages arising from accidents.

We insisted that we had the inalienable right to be employed without the interference of crimps or other parties not interested. In other words, we promised that we would try to bring about a system of shipping under which the master or other officer and the men themselves should be the only parties mixing in the shipment of men. At the time when we made this promise to ourselves the shipping was through the crimp or the boarding-master. For a seaman to obtain employment by direct application to the vessel was a nearly unheard-of thing. The mate or engineer might want the man and the man might want the employment, but the crimp or boarding-master—the marine-employment agent—stood in the way. There were boarding-masters who for a consideration were given the right to furnish men for the

vessel of certain firms or lines, or the arrangement was made by the master in an individual vessel, and the seaman was helpless. When the boarding-master judged that it was time to send a certain man to sea the man was compelled to go anywhere and with anybody in any vessel and practically at any wages. There was no freedom, no choice, either on the part of the seaman or the officer who was to have him under his command. Of course, the vessel, the officer and the seaman suffered. The seaman who knew his work had to do the work for those who could not. The work of the vessel was not done, and that which, for want of a better name, was called "discipline" was enforced by a belaying-pin, a heaver or a capstan-bar.

Given a condition in which the Union has to take in anybody who is good enough for the employer, there is little difference whether the shipping is done through a boarding-master or, by turn, through the Union office. There is the same want of the exercise of the free will on the part of the seaman and the officer, the same going where one is not willing to go; the same obstruction to free choice and individual effort; the same tendency to destroy skill and real discipline as when shipping is through the boarding-master. The only improvement is that the graft and blackmail is abolished, and even of that we are not certain. This system is favored by quite a number of seamen, especially by men who are new in our movement and accustomed to the boarding-master. They mistakenly think that it gives to all an equal chance for employment. Of course, this is not the fact. The man who comes on shore with a good pay-day may stay on shore waiting for another good trip, while the man who came on shore with a small pay-day is compelled to take what comes. But this has so far been learned only after much suffering which taught the member to hate the Union. The thing is a Jack-o'-lantern and leads to the swamp.

Of course, the evils of the system do not come to the front in a small place. The men there know each other and they can supervise the whole thing; but aside from that it is convenient to the men and also to the vessels and the officers. It is in large ports that the evil develops until it has all honest-thinking men against it; but then it had usually killed the real Union by making the members distrust and hate each other. The real work of the system is then done. The maggots have eaten the fur and then they, too, have died. Let us try to save the fur from the maggots and thus save the maggots, too. If the young men do not know it is not only our fault, it is our disgrace.

We further insisted on the right to be treated in a decent and respectful manner by those in command. And finally we said: "Recognizing the above as inalienable rights, we are conscious of corresponding duties to those in command, our craft and our country." As I quote these words and thus feel again the impulse which caused us to promise this to ourselves I feel that in this promise we have failed more than in others. Our excuse, if one shall be accepted, is that we have been so busy trying to live and get into a position in which we could really try to live up to this promise that, if we have been wanting, we had the best of excuses for our failure. In the past this was so largely true that our critics might well hesitate; but it is not any longer so true as to furnish us with any excuse, and we must do our best to redeem this pledge. We have not been untrue to the pledge in so far as it applied to the country. No honest man will maintain that. It is in keeping the promise to our craft and to those in command that we have largely failed. Let us go from this Convention with the fixed purpose of giving proper respect to those in command and to build up our craft so that we shall compel respect where it is not freely given. We also gave the following promise:

"We will, therefore, try by all just means to provide harmonious relations with those in command by exercising due care and diligence in the performance of the duties of our profession, and by giving all possible assistance to our employers in caring for their gear and property."

We can, and I hope we will do this, even if we shall get no sympathy or help from our employers; but we shall be able to do more than even our friends may think if we shall be able to obtain the co-operation of our employers, among whom is now the Government of the United States.

A campaign of education on the lines above suggested is essential, and we must proceed as steadily and persistently as we can. Our duty is clear. We gave the promise. We gave it when we were bonded and could do little to redeem it. We are now free, and with freedom comes responsibility. The campaign must be conducted orally as well as in print, and in it we must not be satisfied to let a few men try it. We must try to use all the ability and enthusiasm in our membership; but, above all, we must expect and insist upon all officers of the Union being active and follow the lines laid down.

I beg to suggest to the Convention that it take under serious consideration—

First. The extension and fuller use of the idea embodied in The International Book.

Second. The amendment of the Constitution so that any grievance between member or members of one sub-group with member or members of another sub-group shall be promptly considered by the grievance committee in order to harmonize such grievances or report them to the sub-groups interested for such action as may be needed.

Third. That meetings in the different agencies of each sub-group be on the same day, that the meetings of other sub-groups be on some other day in order that we may visit each others' meetings.

Fourth. That the utmost effort be put forth in each agency to hold such regular meetings and that a part of the meeting be set aside for educational purposes.

Fifth. That we invite other Seamen's Unions to send us for distribution such short and convenient reading matter as they shall desire to have distributed to their members while in our ports.

Sixth. That to the extent possible we visit seamen on foreign vessels to furnish them with such information as shall be of importance to them and distribute such reading matter as has been sent to us for this purpose and as we may issue.

Seventh. That the Convention recommends to each sub-group to have as nearly as possible the same laws and the same benefits.

Continued Antagonism to the Seamen's Act

In trying to report upon this it is, of course, impossible to more than indicate the trend of the struggle and to give a few of the more important events. The misrepresentation of the Seamen's Act is, of course, being continued. The enemies of the Act evidently find no difficulty in obtaining space in the press, because some of the most stupid statements regarding the Act and its influence upon American commerce may be found not only in the daily press and the weekly press, but even in the magazines. Some "eminent American" man of business solemnly tells how the Act is sure to destroy American shipping; how it is destroying discipline; how it induces young men to desert from their duty and from our ships; how it assists in making drunkards out of the young men, etc., and all such, because this law gives to the seaman the right of getting at least some of the money he has earned and which as others he surely ought to receive when he needs it and when he wants it.

Before the enactment of the law the men could only get money "at master's option," and the master was in position to protect the young man against himself. The master was the guardian and true to his trust. Such are the ideas disseminated, while the truth was otherwise and the real purpose is to repeal so much of the Act as is needed in order to hold the foreign seaman on the foreign vessel in American harbors against his will and thus destroy the trend to equalization of wage-cost, which is operating as steadily as time and persistently as human self-interest, upon which in fact it is based. When one tries to run down the interest of the writer it is generally found to be foreign. The real American shipowner has by this time learned that the Act is in his interest, that in fact it is placing him on an equality with his competitors, and he is not looking to have it destroyed. Of course, there are some features of the Act which narrow the field from which he was accustomed to obtain seamen, and, therefore, has a tendency to increase the wages. The present slump in shipping, caused by the poverty of Europe, our best customer, will give to this kind of American shipowner his opportunity to seek a reduction in the wages of seamen and to endeavor to insert clauses in the shipping articles by which he hopes to nullify the Act. If he would give a mite of the intelligence that he must have to be a successful man of business, he would know that wages mean nothing to him unless he is paying either more or less than is paid by his competitor. He does not pay any wages at all when the wages are the same to all. The total wages then goes into the cost of the article transported and is collected from the consumer with interest and profit. It is only when he pays more that he pays anything. When he pays less the difference is clear again.

There is a strong and persistent effort to nullify the Seamen's Act by inserting into the shipping-contracts clauses, that in so far as they may be held to be legal, and, of course, it is hoped that Judges may be persuaded to so hold, will result in robbing the seaman of the protection that was up to the present held to be fundamental.

The following are some of these clauses:

". . . and thence to any port or places within the limit of 65 degrees North and/or 60 degrees South latitude, trading to and fro as may be required, and carrying any kind of cargo required, including Crude Petroleum; and/or its product in bulk or otherwise, for a period not to exceed one year, and back to a final port of destination in the United States on the Atlantic Coast, which port or destination may be determined at the absolute option of the Master, and be either final discharging, or bunkering, or dry-docking port."

(1) "Should any of the crew fail to join at the time specified, the Master may ship substitutes at once.

(2) "Seamen and Firemen shall keep their respective forecastles clean, and shall leave them so at the termination of the voyage, under penalty of two days' pay for each case of neglect.

(3) "Nine hours per day shall constitute a working day, while in port or at such times when regular watches are kept.

(4) "The Greasers, Firemen and Trimmers shall wipe down the engines at the end of each passage, whether at anchor or in dock.

(5) "Firemen and Trimmers shall keep the galley supplied with coal.

(6) "No liberty granted other than at the pleasure of the Master.

(7) "No matches of any description to be brought on board by or for any member of the crew; any matches necessary will be supplied by the owners. No naked lights of any description shall be used for any purpose. Smoking is strictly prohibited on board whilst in port, and is only permitted at sea, and then only in such places as designated by the Master. Any member of the crew infringing the above clauses, or either of them, will be fined a sum not exceeding four days' pay for each offense or dealt with as considered necessary for the safety of the vessel.

(8) "Crew to work on day of arrival in final port of discharge until 5 o'clock P. M.

(9) "It is further understood and agreed that any question whatsoever between Master, Consignee, Agent or Owner of the above-named vessel, and any of the undersigned seamen or mariners, shall be heard and decided by any Shipping Commissioner or Consul, appointed under the authority of the laws of the United States, and that every award so made by him shall be binding upon parties, and shall in any legal proceedings which may be taken in the matter before any Court of Justice be deemed conclusive as to the rights of the parties as to such question or subjects of dispute.

(10) "The crew, and each member of the crew, agrees to be transferred collectively or separately at any port to any other vessel owned by the same owners, excepting vessels trading in the War Zone, unless mutually agreed, provided always that the rating and rate of wages be the same as herein specified; the total period of service is not to exceed that stated in this agreement."

(1) "The crew may be transferred to any other vessel belonging to the same line or owners, at the same rate of wages and under the same conditions.

(2) "Crew to work on day of arrival in port of final discharge until 5 o'clock P. M.

(3) "Crew to work cargo if required by the Master.

(4) "Crew to keep their respective quarters clean and in order, under penalty of a fine.

(5) "No liberty granted at any foreign port.

(6) "Any member of the crew failing to report for duty at 7 o'clock A. M. on sailing day in a sober condition shall be discharged and a substitute shipped in his stead.

(7) "It is further understood and agreed that any question whatsoever between Master, Consignee, Agent or Owner of the above-named vessel, and any of the undersigned seamen or mariners shall be heard and decided by any Shipping Commissioner or Consul, appointed under the authority of the laws of the United States, and that every award so made by him shall be binding upon parties, and shall in any legal proceeding which may be taken in the matter before any Court of Justice be deemed conclusive as to the rights of the parties as to such question or subject of dispute.

(8) "Overtime to be paid for at the rate of 60 cents per hour.

(9) "Firemen to keep galley supplied with coal."

General—Used by U. S. S. B.

And it is also agreed as follows:

(1) "That every person on board shall be held responsible for the property placed in his charge.

(2) "Firemen to clean and paint fire-room and engine-room at sea when required.

(3) "Any member of the crew proved guilty of the concealment of a stowaway will be held responsible for any expense incurred by the owners by reason thereof, the same to be deducted from wages due the said member of the crew.

(4) "Smoking not permitted on deck, nor in passengers' quarters, under a penalty of a fine.

(5) "Firemen to keep the galley supplied with coal.

(6) "Overtime to be paid to Firemen and Sailors at the rate of 40 cents per hour for ship's work and 50 cents per hour for cargo work and on Sundays, provided regular watches are not kept.

(7) "Crew to submit to vaccination in all foreign ports, or any other health regulation that is imposed on the ship.

(8) "Liberty allowed only at the Master's option.

(9) "Firemen and Sailors to keep their respective quarters clean and in a sanitary condition, and anyone found defacing these quarters will be subject to a fine equal to the damage done.

(10) "Should any member of the crew be found not to be properly sober on the day of sailing he will at once be dismissed and a substitute put in his place.

(11) "Members of the crew not joining at 7 A. M. on the day of sailing will be discharged and a substitute will be put in their place.

(12) "Sailors' and Firemen's Mess Boy to keep forecastles, mess rooms and hallways clean and in sanitary condition.

(Continued on Page 8.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Injunction Based on Property

"In all other countries in the world the injunction writ is used only in cases involving property or proprety rights to prevent irreparable damage to such property or property rights when there is no adequate remedy at law," writes Victor A. Olander, secretary-treasurer of the Illinois State Federation of Labor, in the official paper of that organization.

"Its use in Illinois is limited to the same rule—property rights—except in cases involving working people on strike," continues the unionist. "The injunction judge in our State, however, seeks to justify his usurpation of power by making the very sinister claim that labor is property and he proceeds to act on the equally sinister theory that the employer has secured a property right in the labor of others. He is doing this without the sanction of any Act of the Legislature. Labor is not property. Human labor is an attribute of human life, an inseparable part of man and cannot be property unless man himself is property. Unless some steps are taken to prevent this dangerous practice, the growing number of court decisions will ultimately give the form of established law to the claim that labor is property and that therefore man himself is property. We are heading straight towards slavery, forced toward it by the many judges who are now misusing their power in the injunction courts."

Society and Lobbying

Many "society lights" are just plain lobbyists for powerful interests, according to Senator Kenyon. The Iowa lawmaker does not object to lobbying, but he does protest against the methods of some lobbyists.

"There has been testimony before committees of social lobbies in the City of Washington, of gentlemen receiving funds from great interests to use in social lobbying," he said. "You can pick up the papers every day and read of dinners and dances and balls given by the Lord knows whom —a favorite form of lobbying in this city.

"I do not know that there is any way of stopping that kind of a lobby; but there is existing now in the City of Washington, and it is going to grow, lobbying of certain kinds in lumber interests, oil interests and other big interests; men go out of the Senate and men go out of the House and join up with these lobbies.

"The 'general practice' of law in Washington is coming to be synonymous with 'general lobbying.'

"I have in my hand a list of gentlemen, some of whom are ex-members of Congress and ex-officials of the government, here in Washington in the interest of oil, lumber and other questions before the departments."

Espionage Opposed

Opposition to the European system of espionage is recorded by Frank Morrison, secretary of the A. F. of L., in a letter to David Gibbs, superintendent of schools of Meriden, Conn.

The superintendent is a member of the Americanization Committee of that city, which favors a federal law that would compel aliens to secure passports in going from one place to another and the registering with local officials in the place of their residence.

"This system of espionage," said Secretary Morrison, "will be regarded by the workers of this country as repugnant to the American concept of liberty."

Reject Kansas Idea

In his message to the Oklahoma Legislature, Governor Robertson gave notice that a "can't-strike" law in that State will have to be passed over his veto. Governor Allen of Kansas recently told Oklahoma citizens of the glories of his handcuff legislation, but the story has not impressed Governor Robertson, who says:

"Considerable sentiment has been engendered in certain parts of the State for the enactment of a law similar to the industrial court law of Kansas. I do not believe such a law is wise or sound and hope there will be no unnecessary agitation of the subject."

Company Unions

Why employers favor company "unions" is shown in the recent attempt of the Pullman Company to reduce wages. Wide circulation was given the announcement that employes had requested a wage reduction. Many of the Pullman employes are affiliated with bona fide trade unions and at a mass meeting they registered vigorous protest against this statement. The company then announced that its "industrial relations committee" had made the request.

The first story was printed in the public press—of course. But no mention was made of the mass meeting or the protest.

Australian Navy Officers Snobs

Snobbery in the Australian navy has gone far in destroying the spirit that should permeate a country's defense on the water.

Some time ago the men on the lower deck in the navy appointed an advisory committee to represent them in adjusting grievances. They were assured at the time that their committee would be received. The committee's pleas were unheeded and the men, exasperated, ordered their committee to request a hearing with members of the naval board. The gold-laced members of the board refused to be interviewed. This made matters worse and the feeling among the men resulted in an order abolishing the advisory committee, and now the uniformed snobs have made the discontent more pronounced than ever.

"A civilization is possible in which the poorest could have all the comforts and conveniences now enjoyed by the rich; in which prisons and almshouses would be needless, and charitable societies unthought of. Such a civilization waits only for the social intelligence that will adapt means to an end."—Henry George.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade Uniâo dos Foguistas, Largo de Sâo Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

During the last couple of months large gatherings of Australian workers, and Labor Party conferences, have carried motions demanding the release of Eugene V. Debs. The demands have been forwarded to the American Consul General for America in Australia for transmission to Washington.

At Toronto, Ontario, an agreement has been signed by Bricklayers' Union and the Mason Contractors' Association. Rates will be $1 an hour for the year 1921. A work week of 44 hours is agreed to, as is double time for legal holidays and Saturday afternoons and time and one-half for overtime.

There were 54,841 accidents reported to the Ontario Workmen's Compensation Board last year. This was 10,591 more than in 1919. Fatal accidents reported during 1920 were 452, as against 429 in 1919, being an increase of 23. The daily average was 183 accidents, or one accident every three minutes of the working day. The amount awarded last year by the board for compensation was $7,076,430.50, and the amount for medical aid, $703,705.56.

An amalgamation of Japanese miners' unions that will cover the whole of the islands will have a membership of 30,000. The combine thus expects to be able to deal more effectively with the employers through the medium of collective bargaining, a reduction in wages having been the rule in several industries for the last few months. Following the miners' example, the seamen are launching a movement to embrace the 48 existing unions, and a big effort is being made to enroll the men who at present are outside the ranks of trade unionism. The importation of cheap labor from China is giving impetus to the new movement.

An Australian royal commission has ordered government officials to produce their list of former employes on the state-owned railroads who have been blacklisted because of their activity in the strike of 1917, when the government attempted to install the American or Taylor system of speeding up. The government defeated the strike and blacklisted many of the strikers. Witnesses told the commission that they asked for re-employment, but were told there are many complaints against them. One witness said he asked what were the complaints and he was shown a book in which his name was entered, the comment being: "An agitator, an active militant unionist, an undesirable in the service."

Australian reports state that immigration is increasing, particularly from England, and emigration is normal. An increase of unrest and strikes is anticipated, and the serious strike already existing in the coasting trade has tied up the Tasmania transport service. On account of the continuation of the strike, coal from New South Wales can not be obtained at Melbourne, resulting in restrictions in the use of lighting, power, street cars and railroad facilities. The coasting trade strike is not likely to last long, but in the meantime trade is reduced to a minimum and the current talk is that a condition of unemployment is threatening. There is special activity in the construction, with Government aid, of low-priced dwellings for returned soldiers.

What a Sailor Said About Painless Parker

By Painless Parker

A SAILOR came into one of my offices the other day and said I had been recommended to him by another sailor because I did good work and charged a fair price for it. There you have the whole story—GOOD WORK AT A FAIR PRICE. One man tells another, and so my practice grows.

The reason Parker Dentistry is good is because none but experienced dentists do it. No students are employed. The reason prices are fair is because I use the E. R. Parker System, which saves me a lot of money, and you share in the saving.

In each office the painless methods I discovered are employed. Your teeth can be fixed up without hurting you a bit. Sailors' teeth examined free.

E.R. PARKER SYSTEM

The office at 12, 14 and 16 Ellis street, San Francisco, is open all night every day in the year—a great convenience for sailors.

Twenty-eight offices altogether, as follows:

SAN FRANCISCO—15 Stockton St.; 12, 14 and 16 Ellis St.; 1802 Geary St.

SEATTLE: 1619 Westlake Ave.
TACOMA: 13th and Pacific
SAN DIEGO: 5th and F Sts.
SANTA CRUZ: 121 Pacific Ave.
BREMERTON: 412 Pacific Ave.
LOS ANGELES: 706 S. B'way.
STOCKTON: 6 N. California
SAN JOSE: 58 W. Santa Clara
SALEM: State and Commercial
PENDLETON: 755 Main St.
SPOKANE: Riverside & Post
LEWISTON: 521 Main St.
PORTLAND: 326 Washington
BELLINGHAM: Holly & Commercial
EUREKA: 210 F St
ABERDEEN: Heron and H Sts.
OAKLAND: 1128 Broadway
FRESNO: Mariposa and J Sts.
SACRAMENTO: Tenth and K Sts.
BAKERSFIELD: 20th and Chester
EUGENE: 7th Ave. and Willamette
CENTRALIA: Salzer Block
TWIN FALLS: 116½ Main Ave. N.
RENO: 16 E. Second

KELLEHER & BROWNE

THE IRISH TAILORS

716 MARKET STREET

at Third and Kearny

SUITS AND OVERCOATS to Order at Popular Prices

Established for 20 years

All work done in our own sanitary workshop

Represented by E. PEGUILLAN

INFORMATION WANTED

Any one knowing the whereabouts of Martin Tuppits, a native of Easthonia, last heard of in Montevideo, South America, on board the Norwegian bark "Loto"; kindly communicate with his brother, John Tuppits, 58 Commercial street, San Francisco. 1-5-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Sutter 4673. Residence Phone Prospect 2908.

INFORMATION WANTED

Peter Ronald, a native of Norway, age 56 years, injured while acting as a boatswain on board the S. S. "Ahala" on August 22, 1919, at Hartlepool, England. Anyone knowing his whereabouts will please communicate with S. B. Axtell, New York City. 12-8-20

DEMAND THE UNION LABEL

SAN FRANCISCO

Alaska Fishermen's Letter List

Bruno, Francisco	Naban, Sebriano
Boyd, Frank	Nilsson, Carl
Carlsen, A. G.	Olson, Gustavo
Carlson, E.	Olander, Ed
Dalin, August	Osterman, John
Domenico, Palestini	Olsson, Carl G.
Groth, J.	Ome, Tobias
Gustavson, Emil	Perulnen, Jens
Hansen, Anton	Christian
Hanson, Emanuel	Petersen, Louis
Johansen, Carl	Paulsen, Axel
Johanson, Fritz	Pettson, W.
Jacobsen, F. C.	Parone, Sebastiano
Kristofferson, H. O.	Riise, W.
Kjerdalen, Ole	Reed, Robert
Lovele, Ed	Shivers, Dwitt
Leonard, Heber	Skooba, Nils
Larsen, Theodore	Shultz, Walter
Murk, R.	Sebastiano, Powok
Mittenmeyer, Jan	Svensson, August
Mickelson, P.	Strickland, Geo.
McDonald, J. B.	Smith, R.
McNeil, David	Steffanetti, Louis
McVicar, Geo.	Tennison, Peter
McPerson, Donald	**Registered Letters**
Newton, A. B.	Rasmussen, P.
Nestor, Frank	Knudsen, Oscar
Nilsson, Karl	Meyer, Hans

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For the BEST there is in TAILORING
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San Pedro, Los Angeles Waterfront, Cal.

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Mates Courses, $55.00; by mail, $80.00.
License guaranteed or fee refunded.
Individual instruction, days, evenings.
WRITE FOR FULL PARTICULARS.
For Sale: Sextants and Marine Glasses, of superior quality, English and German makes.
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— For —
A GOOD CUP OF COFFEE
— or —
A SQUARE MEAL
— Try —
EUREKA CHOP HOUSE
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A. R. ABRAHAMSEN, Prop.

Sailors' Outfitters
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THE OLD RELIABLE
CLOTHING, SHOES, HATS, RUBBER AND OIL CLOTHING
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You Want the Truth

This year there will be stirring times in the Nation. Under government censorship it is increasingly difficult for the average man to get the real meaning of the social and political movements of the day.

LA FOLLETTE'S MAGAZINE

will be specially represented at Washington and will analyze and present the news from the capital truthfully and fairly. Senator La Follette is making a real fight to lift some of the tax burdens from the common people and place them where they belong—on excess profits, war profits and surplus fortunes and incomes. Because of this he is being attacked more bitterly than any other man in public life.

Send in your order today.

$1.00 Per Year—Agents Wanted

La Follette's Magazine, Madison, Wis.

INFORMATION WANTED

Edgar J. Chaplin of Chicago, Ill., age 20, is anxiously inquired for by his father, Geo. Chaplin, 1302 W. 71st Place, Chicago, Ill. He shipped as a sailor from the Pacific Coast about 6 months ago. Anyone knowing his whereabouts kindly communicate with his father or this office.

Members of the S. S. "Brindilla" who failed to collect overtime due them in June, 1919, kindly communicate with the agent, P. McKillop, Firemen's Union, 513 Main street, Norfolk, Va. Vouchers are at hand for the following members:

T. Seltenrych	$20.80
J. Roseboom	20.80
A. Rodemaker	20.80
Jose Picon	20.80
B. Ramos	20.80
C. D. De Nimick	20.80
M. Sanchez	20.80

Olaf Nyhagen, a native of Bergen, age 36, is inquired for by his mother, Mrs. Dina Nyhagen, Bergen, Norway. 4-28-20

To Scandinavian Sailors:

Inheritances collected. Money forwarded to all places in Sweden, Norway, and Denmark to banks or private persons at lowest rates. Full guarantee.

LEONARD GEORGES,
General Passenger Agent Swedish-American Line, 268 Market St.

Pacific Coast Marine

The Pacific Mail will have a tanker, the "Solano," ready for launching in the Camden yard of the New York Shipbuilding Corporation in the near future. The "Solano" is of 66,000-barrel capacity.

A grain charter is announced by the Northern Grain and Warehouse Company of the British steamer "Pengrup," of 3007 tons, for February loading from the Columbia river to the United Kingdom.

The steam schooner "Sea Foam," bound south, put into San Francisco January 19, reporting the loss of 40,000 feet of lumber and ties from the deckload. A sudden squall off Point Reyes caused the cargo to shift.

The steamer "Centralia," Stark Navigation Company, will be returned to the Mexican run on February 1, according to announcement recently. The "Centralia" was formerly on the Mexican run, but was removed to engage in the coastwise lumber trade.

The earnings of the Panama Canal for December were, with one exception, the highest that they have been for any month since the completion of the short route. The sum mentioned in the report was $1,007,875, which is only $2291 under the record of last September of $1,010,166.

Swayne & Hoyt announce the first sailing of a steamer on an experimental cruise to the northeast coast of South America on February 15. The "El Dorado," which has been on the New Orleans run, will visit Trinidad, Dutch, British and French Guiana and Venezuela, returning by way of New Orleans. The service will be maintained if it is found to be profitable.

Two additional freighters of the Shipping Board's fleet have been sent to the "vacation" field at Benicia. They are the "West Cadron," recently operated by Robert Dollar, which arrived at San Francisco from the Orient December 11, and the "Panser," which arrived January 2 from Philadelphia with coal for Sudden & Christensen.

Advices received by the marine department of the Chamber of Commerce told of the loss by disaster of the Siamese steamer "Kaho Samud" which went ashore during a storm near Kohsiohany in the Far East and sank in deep water, a total loss. The vessel is known here having plied out of San Francisco during the days of the exposition in 1915.

The new 10,000 ton tank steamer "Cramston Anderson" which was built by the Bethlehem Shipbuilding Corporation at the Alameda plant, has been given her trial trip. The tanker has a capacity of 76,000 barrels of oil. She was built for the Pan-American Petroleum Company and will be immediately dispatched to the Atlantic for the oil trade.

With the departure of the steamers "Kelbergen" and "West Kobar," which loaded full cargoes of ties exports from Portland to England alone for the past six months will be brought to a total of 40,000,000. The "Kelbergen" and "West Kebar" both cleared by Dant & Russell, who have supplied about half of the ties moving from Portland to the United Kingdom.

Another new freighter, which never has poked her nose into a foreign harbor, will be added to the fleet lying in Southampton Bay when the "West Cusseta" is towed there this week and her hook dropped in the mud. She was built by the Shipping Board at the Los Angeles Shipbuilding Company's plant in San Pedro, and was brought here Sunday.

Within three months Australia and New Zealand will be supplied with enough gasoline to meet all demands for the rest of the present year. News of the plenitude of gasoline in the above countries was received here with surprise, as it was only a few months ago that these countries reported a near-famine in this fuel.

Cable advices received by the marine department of the Chamber of Commerce at San Francisco announced the departure from Honolulu of the Dutch steamship "Bali" for Java and way ports. The "Bali" was picked up at sea with her crankshaft broken several weeks ago by the Matson liner "Wilhelmina" and towed to Honolulu. Salvage for the tow, it is reported, amounted to over $200,000, of which the "Wilhelmina" crew received a bonus.

As the second "502" Shipping Board freight and passenger steamer to be allocated the Pacific Mail Company for operation out of San Francisco to India via Manila, the big new "Wolverine State" departed from Baltimore Saturday, January 22. Under command of Captain George Yardley, the "Wolverine State" is bringing passengers and freight from the East. She is due to arrive at San Francisco February 22, after a stopover at San Pedro.

Following the arrival of several ships, which brought part cargoes of nitrate, marking a picking up in the nitrate importing business, the British bark "Lord Templeton" arrived at San Francisco last week, with 3300 tons of nitrate for Echson & Minor. The "Lord Templeton" made the run from Iquique, South America, in average time. Her skipper reported that northerly winds held him up and that otherwise he would have made port ten days sooner.

While attempting an escape from the "Korea Maru," Hanai Machiro, a Japanese seaman, twenty-six years old, leaped from the rail of the vessel into the bay, and was swept away by a strong flood tide. According to H. A. McDonald, superintendent of watchmen at Pier 36, Machiro made the jump in company with another Japanese sailor. The latter, however, was captured when he broke surface off Pier 36, after swimming under water a distance of about fifty feet. He was returned in irons to the vessel and put in the "brig."

The first of a fleet of seven tankers building in the north for the Swiftsure Oil Transportation Company, Incorporated, of New York, left San Francisco after taking fuel and proceeded to Tampico to pick up a cargo for New York. She was the first of the fleet to be completed. All seven of the vessels will be used in the New York-Tampico run. Captain G. E. Bridgett is superintendent of the company, and Milton Cooper is port captain. They will hold their positions until the last of the ships is completed when they will go East and locate with the company in their Eastern offices.

Announcement of another addition to the lines running in intercostal freight trade has been made by the Isthmian Lines Steamship Company through Norton, Lilly & Co., Pacific Coast agents. The steamer "Montgomery City," loading at New York February 10, will be the first ship to be placed in the run, which will include San Francisco and Hawaii as ports of call. Honolulu will be the Hawaiian Islands agency center. The service is to be distinct from the present service of the Isthmian Company, which runs north to Puget Sound. Ships will sail every thirty days in the new service, and in conjunction with the service already in operation, San Francisco will have ten-day sailings for New York. The trip will require a few days more than a month. The "Montgomery City" is a 7000-ton ship and the ones to follow will be larger.

The new United States destroyer "McCormick," one of the few vessels of the Navy named in memory of American naval airmen, who lost their lives in action during the world war, arrived at San Diego, California, from Philadelphia. While en route to the Canal Zone from Havana, the "McCormick" was sent to the rescue of an American naval seaplane that was forced to alight in the sea on the northeast coast of Colombia. The seaplane subsequently was sunk by the high seas, the crew being taken aboard the "McCormick" and landed at Cristobal. The "McCormick," virtually the last of the Crampbuilt boats to be delivered under wartime contracts, is named in honor of Lieutenant Alexander McCormick of Chicago. This officer died September 24, 1918, at Calais, France, from injuries received in battle when acting as aerial gunner on a Handley-Page bombing plane. The "McCormick" is to be attached to Division 38.

The aim of the American shipping interests to be premier in the number of merchant ships available is about to be realized, according to figures of the Shipping Board, released in the East, the same announcement that reads United States leads in the production of tank steamers, and that sixteen vessels of 163,350 tons aggregate are to be added to the Shipping Board fleet, announces that 400 vessels are to be tied up—that 208 ships with aggregate tonnage of 1,262,000 tons are already lying idle—and that no relief in the depression of shipping is looked forward to within the next three months. In the meantime the shipyards are being kept busy, in the East especially, filling orders for ships, numbers of which are taken from the shipyards upon completion and towed to cozy berths alongside some rotting wharf, where they will not be in the way of the few vessels already in commission that are plying in trade with half-filled holds.

The "Sea Lion," first of four powerful tugs for the fleet of the Red Stack organization which have been under construction at San Francisco for some time, has been delivered to her owners after a final trial trip on the bay. Commanded by Capt. W. T. Darrough, the new Red Stack tug was thoroughly tested under the superintendency of John Bolger, assistant manager for the Shipowners and Merchants' Towboat Company, in the presence of officials of that corporation and representatives of her builders. The "Sea Lion," like her three sister tugs, represents automatic construction for deep sea towing. She is equipped with automatic towing machinery, has 1,000 horsepower, long steaming radius and a powerful wireless set. In addition to towing they are equipped for salvage work, having powerful derricks, heavy anchors, rigging and mooring apparatus. Others in the new fleet, the "Sea Ranger," "Sea Monarch" and "Sea Scout," will be delivered in close succession.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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ATLANTIC DISTRICT

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67-69 Front Street

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BALTIMORE, Md.....ADOLF KILE, Agent
1710 Thames Street
PHILADELPHIA, Pa.....O. CHRISTIANSEN, Agent
138 South Second Street
NORFOLK, Va.....DAN INGRAHAM, Agent
54 Commercial Place
NEWPORT NEWS, Va.....JULIUS NELSON, Agent
123 Twenty-third Street
MOBILE, Ala.....VINCENT M. THORN, Agent
60½ Saint Michael Street
NEW ORLEANS, La.....CHARLES THORSEN, Agent
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437 East Bay Street
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(Continued on Page 11)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 26, 1921.

WE CHERISH AUTONOMY

The aim to make our occupation honored amongst men, and the peer of any, cannot be attained without the united effort of each individual member. We must be masters of the instruments through which we operate; therefore, organization being our chief weapon, we must keep it at the highest degree of perfection. To do that all members should take interest in the workings of the union and acquaint themselves with every detail of organization work.

In the final analysis it is the courage and intelligence of its members that is the deciding factor for success of an organization in a desperate or protracted struggle. If the individuals are weak or ignorant, it is a serious flaw in construction that inevitably results in disaster.

Organizations where the members are merely dues payers, careless and neglectful, and where everything is left to a few leaders, are never of any lasting benefit to those members, due to the fact that technical training is lacking. Therefore, when such bodies are put to the test, team work and discipline are missing and the members are unprepared to meet it.

One of the recommendations to the Convention of the International Seamen's Union suggests "that the utmost effort be put forth in each agency to hold regular meetings and that a part of the meeting be set aside for educational purposes."

That must be accomplished if we are to be successful and thoroughly united. All men do not observe and think alike, therefore rules and regulations that appear beneficial to some have the opposite aspect to others.

Members acting as ship's delegates should become fully acquainted with the aims, objects, rules and regulations of the Union. They should be in a position to enlighten others on the workings of our craft. Such education would thereby give them the necessary qualifications for office. The more men qualified to take a leading part, the more efficient and powerful the organization. It is only by education that our constantly changing membership can become properly acquainted with the matters they should know. Conventions and meetings are useless unless the members understand the whys and wherefores, cause and effect of the deliberations, and are willing to work in harmony therewith.

The careless assumption that we will find a way when the time comes is dangerous; we must be prepared to overcome any obstacle, no matter what the exigencies of the occasion. Members should understand the International movement thoroughly, which can be accomplished by careful observation of convention proceedings and perusal of the Union's literature. Suggestions, actions, and recommendations must be thoroughly weighed in order to understand the extent and nature of their effect.

Although working at all times in complete harmony with other sub-groups in the Districts, and other Districts in the International, we must not relinquish or delegate our rights and privileges as an independent unit. We should guard our right of autonomy at all times. Even as the individual maintains his right of membership control in the Union, the Unions must guard their right of voice in the International. The power should always remain with the membership and must not be permitted to become compactly centralized.

INTRIGUE IS INTERNATIONAL

Signs are increasing of efforts by British and French militarists to lure the United States and other Western nations into a war upon Russia. An insidious propaganda has been inculculated upon the citizens of these nations since termination of the world war hostilities, which would place Russia outside the pale of civilization and therefore not worthy of sympathy or consideration. To such advanced stages have these tendencies progressed in the United States that many central councils of labor throughout the land have been impelled to adopt resolutions demanding resumption of trade and peaceful relations with the people of Russia. The fruits of these worthy resolves, however, are problematical, due to the fact that a well-defined and organized line of action appears to be working in conjunction with the propaganda.

It does not require any profound intelligence to recognize the scope and nature of these designs. At a time when reconstruction should be in full blast and our industries operating to their most extensive capacity, every obstructive artifice has been used by financial kings, industrial captains, and profiteers, to prevent resumption of normal conditions. Retrenchment, vacilliation, and deliberate destructive methods have resulted in a growth of unemployment of such proportions as to assume a threatening aspect.

The underlying purposes of these machinations are unmistakable. Should this situation develop in accordance with desire, and the condition of our people become more distressful, they may reasonably be expected to grasp at anything offering promise of relief. Once they have been maneuvered into such a frame of mind, advantage can be taken of the psychological moment by profiteers and militants to justify their own attitude; while the material interests of a desperate people can well be calculated to overcome their opposition to another bath of blood.

All efforts to beat and starve the Russians back to acceptance of exploitation and autocratic rule have been defeated to date. What could be more natural than that the cry be raised once more for the United States to "save civilization." If we have been rendered sufficiently receptive through distress brought on by enforced unemployment, any amelioration of our condition will be welcomed. The possibilities of prosperity and affluence can be used as a spur to our selfish instincts, and desire will outweigh scruple.

Conscienceless profiteers, whose predatory operations emanate from London, Paris and New York, are hungering with inordinate desire for the unlimited wealth to which the people of Russia are heir. No obstacle to satiety of their greed will be tolerated. The barbarous starving of Russian women and children not having the desired conclusion, the addition of a few million unemployed in the United States, Britain and France might be invited as a means to an end. We hesitate to believe that Americans can be whipped into cringing obedience, or induced to approve an unrighteous military adventure.

DO YOU KNOW THEM?

During the week a member dropped into the JOURNAL office with a request for editorial comment on the following press dispatch from Huntsville, Ala.:

"The claim of Joseph Jones to hospital attaches, that he had 'some bean' was borne out when his story that he had been kicked by a mule on the head, and that as a result the animal was lying helpless with a broken leg, was investigated and found to be true. . . . The mule's leg was broken in two places. It was pronounced a helpless cripple and shot. Jones will recover."

We do not know whether it was sympathy for the mule that aroused the member's interest or some other reason. However, we think the animal somewhat fortunate. It might have kicked the dome of a few standpatters we have in mind, both within and without the ranks of labor. Some of these worthies would make the ossified skull of the gentleman from Alabama look like a ripe tomato in comparison. No force has yet been invented that could drive a new idea through the mass of solid ivory which commonly functions as a hat rack for these opponents to change and reform.

The editor trusts that he has struck the key.

Cherish the spirit of our people and keep alive their attention. Do not be too severe upon their errors, but reclaim them by enlightening them. If once they become inattentive to public affairs, you and I, and Congress and assemblies, judges and governors, shall all become wolves. It seems to be the law of our general nature, in spite of individual exceptions, and experience declares that man is the only animal which devours his own kind.—Thomas Jefferson.

Always demand the Union Label!

The Los Angeles Union Labor Temple Association is in a flourishing condition, according to the report of George A. Wright, president, which was submitted to the annual meeting of stockholders. It shows the past year to have been the most successful in the history of the association. The temple not only is self-sustaining, but the profit for 1920 was $5,123.05 and the surplus $59,614.01. This remarkable showing resulted in the unanimous re-election of the Board of Directors, the first time this ever occurred.

On January 1, 1920, a hundred-thousand-dollar mortgage was outstanding against the temple. During the year this was reduced to $29,500 by the sale of hundred-dollar mortgage-redemption notes, bearing 6 per cent. interest and running for a period of ten years. The directors are confident the present year will see the mortgage indebtedness completely wiped out by the sale of notes, in which event every cent of interest heretofore paid the mortgage company will go to unions and individual members holding notes. The value of the assets of the association is $266,772.60, and the liabilities $207,158.59.

In the upper portion of the head the whale has an immense oil tank in which the valuable "spermaceti" is found in a liquid condition, and from which it may be dipped out with a bucket when an incision has been made. From a sperm whale sixty feet in length twenty barrels of spermaceti have bene taken out of the "case" and the surrounding fat. The sperm whale is the animal which yields ambergris, the valuable substance used so extensively in the manufacture of our best perfumes. Ambergris is only found in "sick" whales—that is, its presence is not normal, but is caused by a pathological condition of the intestines.

A dispatch recently appeared in the press which contained food for thought and is worthy of more than passing notice. It was to the effect that a United States Army transport had sailed from Manila for the port of San Francisco "with a motley cargo of human derelicts, consisting of eighty discharged American merchant ship sailors."

It was further stated that the Army authorities refused to take any more, fearing possible mutiny, and that the men were to be turned loose on arrival and refused further employment on American ships.

Comment on the foregoing would be superfluous.

Explorers have been astonished to find in the wilds of Africa savages acquainted with the getting of iron from the ore and working it. To smelt the ore they use a primitive furnace of baked mud with charcoal for fuel and bellows to secure the required temperature. It seems altogether likely that the knowledge of these processes was originally derived in prehistoric days from the Arabs and Phoenicians, who then, as in later times, overran most of Africa.

Paper was made from rags in Arabia more than ten centuries ago and the method was introduced into Europe in the thirteenth century.

The following breezy account of a cod-fishing experience has been forwarded to the JOURNAL by Ingvald A. Haarklau, No. 1295, otherwise known as the Norwegian Prince.

We believe there are others who might be ambitious to emulate the member's flight into realms of emotional expression, and the editor will be pleased to hear from them at all times.

THE CODFISHERMAN'S LAMENT

The bitter cold of Iceland's snow,
  The scorching sun of Spain;
I have journeyed before and again might go;
  But the Bering Sea no more for me,
So therefore this refrain:
  Chorus:

Let the codfish live; let the codfish die
  Till the day of doom may crack,
But nevermore will I ship aboard
  In a codfish fishing smack.

I sure was a boob and idiot,
  Such a fool as you seldom behold
I have sweated blood, shed frozen tears,
  And suffered from hunger and cold.
    But now I am wise, paid some of the price,
  For fishing too near the North Pole.

  Chorus.

I know the failing of human minds
  Regarding the lure of gold,
There's many a man for the sake of it,
  His body and soul has sold.
It sure beats Hell, it got me as well
  For I am cast in the common mold.

  Chorus.

I have bucked the tides, the wind, and sea
  All soaked from my toes to my neck.
It's a wonder that I am not laid up today
  A mental and physical wreck,
From gritting my teeth while hauling the sheet
  And losing on every tack.

  Chorus.

Lost in the fog, not knowing my way
  Full tired, and chilly, and damp.
My spirits were low and painful as hades
  Were my fingers from fishermen's cramp;
My blood running slow caused to burn very low
  My abused intellecual lamp.

  Chorus.

If not of fame I was dreaming of wealth
  That lies under Alaska's bleak shore,
Wondering why in the name of sin
  I had not tried the fishing before.
Sure I made my stake of rheumatic aches
  And my hands full of blisters and sores.

  Chorus.

I am forced to admit that a much better man
  Than I must have handled the pen,
To truthfully (?) record the quarters we had
  As accommodations for men;
Cooped up as we were, without daylight or air
  Therefore, I say never again!

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Jan. 24, 1921.
Regular weekly meeting was called to order at 7 p. m., J. V. Thompson presiding. Secretary reported shipping dull; plenty of members ashore.

R. INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.
This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

R. INGWARDSEN,
Secretary p. t.

Vancouver, B. C., Jan. 17, 1921.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Jan. 17, 1921.
Shipping dull.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Jan. 17, 1921.
Shipping dull.
J. ANDERSON, Agent p. t.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Jan. 17, 1921.
Shipping poor; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Jan. 17, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Jan. 17, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Jan. 10, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Jan. 24, 1921.
Shipping slow; many members ashore.
EUGENE BURKE, Secretary pro tem.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Jan. 13, 1921.
Shipping slow; plenty of members idle.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Jan. 13, 1921.
No quorum; no meeting. Shipping fair; many members arriving from northern agencies.
JOSEPH MACK.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Emil Stolzerman, No. 2738, a native of Russia, age 31. Disappeared from M. S. "Lassen" at sea. December 6, 1920.

John Peterson, No. 845, member of E. & G. S. A. Died at Mary Gates Hospital, Port Arthur, Texas, December 7, 1920.

A shrub growing principally in the gold fields of Australia has been found to possess properties suitable for tanning purposes, according to the World Salesman. Leather tanned by the extracts from this shrub is adjudged equal to the best, being especially useful in lining hats. Some excellent samples of fast dyes have also been extracted from this shrub.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Unions

SEQUEL TO "SUPERIOR" CLAIM

Several months ago we reported in the JOURNAL the recovery of the Norwegian sailing ship "Superior" by a portion of her crew, after she had been abandoned by all hands under the master's orders off the coast of Java, Dutch East Indies. The "Superior" had been caught in a cross current in the Lombok Pass and was rapidly driving toward a range of rocks when her crew were ordered to leave her in two boats, as her destruction appeared inevitable.

Sometime after leaving the ship, however, it was observed by the crew of the captain's boat that the ship's anchor, which had been let go before leaving, had caught and she was riding safely at her cable.

They therefore returned to the ship, got her under way again and after a very protracted passage, being short-handed, sailed into the port of New York. The mate's boat was out of sight of the ship at the time the recovery was made and that portion of the crew did not, therefore, participate in bringing the ship to port. They returned to the spot, however, and after searching for the ship for several days without result finally landed in Sourabaya, Java, and were sent here by the Norwegian consul at that port.

Both boats' crews then joined issue in a suit against the "Superior," the crew of the captain's boat claiming salvage and those in the mate's boat suing for arrears of wages, waiting time and loss of effects.

Both claims were tried together, and it was agreed between counsel that the Norwegian law must control. An opinion was handed down by Judge E. L. Garvin for libellants, as follows:

United States District Court, Eastern District of New York. Anderson vs. "Superior." Jensen vs. "Superior." December 8, 1920.

Silas B. Axtell, proctor for libellants. Haight, Sanford, Smith & Griffin (Herbert K. Stockton, of counsel) proctors for claimant.

The Norwegian ship "Superior," on voyage from Manila to New York, was bearing toward Cape Bangke on January 9, 1919. As she attempted to make an entrance through Lombok Strait, Dutch East Indies, she was carried by cross currents towards the rocky shore and her destruction appeared imminent. Her captain and crew, fearing they would be lost with the ship, got into two small boats and rowed away. Before they were out of sight, it was observed that her anchor, which was cast over as they left, had caught and was holding. The captain's boat thereupon returned, found the vessel unharmed, and navigated her safely to New York. The other boat did not return, and her occupants, after making several attempts finally landed, waited until the following morning when they tried to return to the "Superior," only to find that she had sailed. They searched for several days without result and later reached Sourabaya, Java, and were taken before the Norwegian Consul there, by whom they were paid off up to and including January 9, 1919. There is a conflict of testimony as to why one boat returned and the other, in charge of the mate, did not, but the evidence warrants the finding that the master ordered all hands off the ship; that he directed his boat to return and that the other boat was justified in not returning with the captain. From the entire record it appears that while the captain may have signaled the other boat to return, either his signal was not observed or the current was such that the mate's boat could not go back with that of the captain.

Anderson and others of the crew, who returned to the "Superior," have brought an action for salvage; Jensen and Lehto, who were in the mate's boat, have each sued for $365 wages, besides waiting time and personal effects at the value of $75, which each left on board the "Superior." The actions have been tried together.

In the Anderson case there should be no award for salvage. The "Superior" was a Norwegian vessel, the Norwegian law must control. The "Cayoll," 164 Fed. 807, Rainey v. New York & P. S. S. Co., Ltd., 176 Fed. 119. The claimant produced Mr. Aase Rose, who possessed the Court as a qualified witness, thoroughly competent to testify with respect to the law of Norway, his testimony establishing that under Norwegian law a crew cannot recover for salvage.

In the Anderson case the libellants refer to "The [illegible] 251 Fed. 331. In that case the crew left the vessel while she proceeded to docks, because it was unsafe to remain aboard longer. The master [illegible] "cast off." One of the duties, having lost sight of the others, returned, found the vessel [illegible] after considerable difficulty [illegible] without damage. A wrecking steamer [illegible] in a repairable condition. The [illegible] with which we are concerned, the case cannot control because we are bound by the Norwegian law. Even if Norwegian law does not apply, the case of Gjesseng v. S. S. "Macona" (S. D. N. Y., decided May 13, 1920) precludes any recovery for salvage in the absence of a definite abandonment. The crew of the "Superior" left because they thought the boat would be dashed to pieces; when, in a short time, they found their fears were not well founded they returned at once. This is not such a complete abandonment as released them from their duty to their ship. It is plain, however, that the libellants in the Anderson case were called upon to perform a task which was not contemplated when their articles were signed, in bringing their ship to port short-handed. For this they should receive compensation. They are awarded the sum of $2922.96, not by way of salvage, but as extra wages provided by Section 95 of the Norwegian Maritime Code.

Jensen and Lehto, the libellants in the second action, should have a decree, the Court finding as a fact that they were not deserters, were fully justified in leaving the ship and made a reasonable effort, in good faith to return. They were abandoned by their ship in a foreign land by reason whereof they are entitled to prevail in their action.

(Signed) EDWIN L. GARVIN,
U. S. District Judge.

We consider Judge Garvin's decree eminently fair and impartial and believe it ought to stand. Since the case was of necessity tried under the Norwegian law the principles of that law must govern.

It is only in very exceptional cases that seamen can recover salvage for the rescue of their own ship. In our judgment those peculiar conditions did not exist in the present instance. The learned judge has, however, fully recognized the unusual services of the crew in bringing the ship home short-handed and awarded them reasonable compensation therefor, at the same time sustaining the plea of the remaining portion of the crew for arrears of wages, waiting time and loss of effects resulting from the unfortunate circumstances. In our opinion this decision should remain unchallenged by either contestant.

MASTER FACES SERIOUS CHARGE

A very important arrest was made in New York City on January 8th, through the agency of Attorney Axtell's office, when Captain Bowman Larsen was suddenly taken in tow by the sheriff as he was on the point of taking the steamer for Norway, and his trip was diverted to Raymond Street Jail, Brooklyn. The charge against Captain Larsen is a very serious one, and if proven will keep him in the United States almost indefinitely.

Captain Larsen has been duly charged by Carl Brinkman and six other members of his late crew with having deliberately set fire to his ship, the Norwegian motor ship "Korsnaest," off the coast of South Carolina, on December 28, 1920, where she was totally destroyed. To have, furthermore, entered suit against the captain and his owners for an aggregate sum of $5280 for wages, transportation and loss of clothes due to the destruction of the vessel. Captain Larsen was arrested under Sections 4529 and 4550 of the New York Code of Civil Procedure, and must remain in jail until full security has been filed for the amount sued for by the seamen. An official investigation of this matter will probably follow the civil action of the crew, and if the charges preferred against the master are sustained by the evidence it will undoubtedly go very hard with him. Another motorship owned by the same firm is said to have been destroyed near Hamburg not very long since, and it seems to be more than a passing suspicion that the main business of this concern is not carrying cargoes by collecting insurance.

going to work.

J. H. W.

A Swedish inventor has devised a unique system of electrical heating for houses of from four to ten rooms, and which is especially intended for localities where electric current is inexpensive. The system consists of two tanks, a motor-driven rotary pump, and the necessary radiators and piping. One of the tanks is placed in the attic of the house and is thermally insulated. In it are placed the heating units, which, normally, are only operated at night, when the rates for electric current are low. In the morning the heating units are disconnected from the supply circuit and the motor-driven pump started. The water flows down the piping and through the radiators by the force of gravity and is collected in a receiving tank in the basement, from where it is pumped and returned to the tank in the attic. It is claimed that the cost of heating a house by this system is about 12 cents per room, with a current rate of 1 cent a kilowatt hour.

THE I. S. U. OF A. CONVENTION

(Continued from Page 2.)

(13) "It is also agreed that if the ship cannot sail on the day appointed, or should the ship be put back through accident, or should the Owner so desire, the said crew may be transferred to any other vessel in the same service or belonging to the same Owners at the rate of wages and in their several capacities as is herein set forth.

(14) "Crew to work on day of arrival in final port of discharge until 5 o'clock P. M.

(15) "It is further understood and agreed that any question whatsoever between Master, Consignee, Agent or Owner of the above-named vessel, and any of the undersigned seamen or mariners shall be heard and decided by any Shipping Commissioner or Consul appointed under the authority of the laws of the United States, and that every award so made by him shall be binding upon parties, and shall in any legal proceedings which may be taken in the matter before any Court of Justice be deemed conclusive as to the rights of the parties as to such question or subjects of dispute.

(16) "Crew shall wear Company's uniform and keep themselves as clean as their duties will permit; also attend boat drill when required.

(17) "Each member of the crew shall be bound by and comply with all regulations not contrary to law which may be established from time to time by the Captain or Owners and posted in the crew's quarters."

(1) "Crew to work on day of arrival in Port of New York until 5 P. M. and to appear in uniform when required by the Master. Seamen, Firemen and Coal-passers will be supplied with blankets, pillows and utensils for eating their food, which, if not returned, must be paid for. Blankets, when returned, will be washed at the Company's expense. Seamen, Firemen and Coal-passers will be supplied with a mattress at the Company's expense.

(2) "And the crew further agree to be transferred (if required) to any of the American flag steamers of the I. M. M. Lines, either at the commencement of or during the voyage, at the same rate of wages and in the several capacities herein named, provided that members of the crew shipped in the United States shall be returned to a port of discharge in the United States.

(3) "And it is further agreed that in the event of the owners not sending the ship on the voyage signed for by reason of some accident or injury to said ship the portion of the crew signed on in the United States may be discharged upon payment to them of wages earned or due up to the time of discharge with three days' wages in addition, or they may be transferred to any other vessel belonging to the same Owners at the same rate of wages.

(4) "Crew to be on board at o'clock on sailing day, and no member of the crew will be allowed on shore afterwards without permission from the head of his Department.

(5) "It is further understood and agreed that any question whatsoever between Master, Consignee, Agent or Owner of the above-named vessel, and any of the undersigned seamen or mariners shall be heard and decided by any Shipping Commissioner or Consul appointed under the authority of the laws of the United States, and that every award so made by him

shall be binding upon parties, and shall in any legal proceeding which may be taken in the matter before any Court of Justice be deemed conclusive as to the rights of the parties as to such question or subject of dispute."

(1) "It is also agreed that the crew is to report for duty at 7 A. M. on sailing days in a sober condition, and any member of the crew leaving the vessel without permission of the head of his Department may be fined not more than two days' pay and discharged.

(2) "Crew to work on day of arrival in the port of New York until 5 P. M.

(3) "It is also agreed that at any time while aboard said vessel, or at any time before leaving the premises of the New York and Porto Rico Steamship Company, all members of the crew will allow themselves and their baggage and any property in their custody or possession to be searched and inspected by the Master or any person or officer delegated or appointed for this purpose by the New York and Porto Rico Steamship Company.

(4) "It is also agreed that any member of the crew who refuses to comply with the foregoing agreement shall be considered as disobeying the lawful commands of his superior officers.

(5) "Any dispute between Master or any officer of the Steamship Company and any member of the crew shall be submitted to the U. S. Shipping Commissioner, and any decision rendered by him shall be binding upon both parties."

Used by Porto Rico Line.

Some of these clauses are mere repetition of the law and as such are superfluous; but some of them are in more or less direct violation of the statutes and of old admiralty principles and decisions that have been uniform and based upon the "Consulate of the Sea," "The scroll of Oleron" and the "Laws of Visby," and even the Rhodian Law.

Dealing with the first of the clauses, it is contrary to Section 4511 of the Revised Statutes of the United States, which provide that shipping articles in the foreign trade are to contain the following:

First. The nature and, so far as practicable, the duration of the intended voyage or engagement, and the port or the country at which the voyage is to terminate.

The inserted special clause leaves it to the option of the master in what port to terminate the voyage. It may be at any port on the eastern coast of the United States, in Maine or Texas or any port between. The seaman may be held by the vessel and be compelled to go with her from the port where the cargo is discharged to any bunkering or dry-docking port at the Master's option. But this is by no means the worst of these extra legal insertions. The one provision found in nearly all of these insertions to the effect that the Shipping Commissioner shall act as arbitrator of any or all disputes and that such decision as he may make shall be final is intended to deprive the seaman of the right to appeal to the Courts. The Shipping Commissioners Act gives no such power to the Commissioner, unless there is a submission in writing and such submission is made after the dispute has arisen and not prior to entering into the agreement. It has no right in the articles. I have discussed this clause with the Commissioner of Navigation and he admitted that it is not strictly according to law; but if the men are not willing to sign such clause they need not. This is nothing short of inviting the men to strike to ge the law enforced. If the seaman does this all the blame is heaped on him.

Perhaps the worst of these clauses is the one which provides that the men may, upon the owners' will, be transferred from the vessel on which they have shipped to any other vessel belonging to the same firm. This changes the fundamental concept of the seaman's service. Under existing law he serves the vessel, he signs on the vessel. He is to fulfill his engagement or contract with the vessel, unless she be transferred to some other national flag. He does not know the owner. His duty is to the vessel, not to the owner. His remedy is from the vessel while she is afloat and only from the owner when the vessel is no more. The seaman is bound to the vessel and the vessel is bound to him under the common hazard. This new agreement binds the seaman to the owner. He will be working for the owner of the vessel, not for the vessel. His grievance will be against the owner. His remedy is to come from the owner. But the owner may be in New York and the vessel in San Francisco or Hong Kong or Antwerp. The old principle is that "the Shipping articles carry in their womb the entire law maritime," and that any special clauses inserted into the articles will be scanned with care. These insertions into the articles—leaving it to the Master's option where the vessel shall go, where the voyage shall end, that the Shipping Commissioner shall have judicial powers, and that the seamen are to serve the owner of the vessel, and not the vessel, have their origin in England. They are the inventions of the International Shipping Federation Ltd., and were imposed upon the seaman when he was helpless to resist. This idea to shift the agreement from the vessel to the owner appears very clearly in the actions taken or proposed at the meeting at Genoa held under the auspices of the League of Nations:

"I recommend that the Convention give its most careful attention to these efforts to insert into the articles any special agreements under which the seaman may be induced to sign away not only his rights under the law, but his opportunity to obtain redress, and I hope that some definite policy may be formulated."

The Fight in the Courts—Litigation

Sometimes I think that the fights in the Courts, especially when the fight is made by the Shipping Board, arises from a failure to grasp the real meaning of the law. The Legal Bureau seems to look upon itself as the private attorney of a private corporation. If this was the real status of the Bureau and the Shipping Board it would not matter, but this is by no means the fact. Everybody in the Court is apt to look upon those vessels as theirs, to be protected against greedy seamen, and we have not the same chance if suing the Government—the Shipping Board—as when suing a really private corporation. This has become very plain in some cases. I cannot believe that the action of the jury and the Courts would have been the same as it was in the "Poughkeepsie" case—Hamilton, etc., versus the United States—if the contention had been set up by others than the Legal Bureau of the Shipping Board. There is no need to rehearse that case here and now. The case is fully set forth in the decision of the Circuit Court of Appeals and in the petition for a writ of certiorari and the briefs submitted to the Supreme Court. I hereby submit the decision, the petition, and the briefs as Appendix 1. The petition was denied. I am not prepared to say that the Supreme Court was influenced by the thought which I submit above; but that such was the case in the lower courts I cannot help believing. There were many other efforts to use the mutiny sections of the law; but they were dismissed. The Shipping Board steps in and there is a practically forced conviction. Then comes another case—the "Martha Washington" case—another Government vessel, and again there is a conviction. If the principle pleaded for with such success is finally established there is, of course, nothing to hinder the owners of foreign vessels in making use of it, and the men, who seek to leave the vessels, may be charged with mutiny, arrested, convicted, and the whole idea upon which equalization of the wage-cost is progressing will be destroyed. If we shall fail to obtain a reversal on appeal of the principle embodied in the "Martha Washington" case, we shall be compelled to seek to have the mutiny sections so amended that they will correspond with the rest of the law. If refusing to continue to labor in harbor or quitting the vessel in harbor is mutiny, there can be no refusing or quitting and all hope of equalizing the wage-cost is at an end; but so is all hope of American sea-power.

There is another case in the Supreme Court to which I deem it my duty to call attention. It is known as Pacific Mail Steamship Company versus Lucas. It comes from the Pacific Coast on writ of certiorari, which is granted. It has reference to Section 4552 of the Revised Statutes as modified by the Seamen's Act. The case is described in the petition for certiorari and in the briefs, all of which are hereby submitted as Appendix 2. I have done nothing with this beyond instructing Mr. Hatton to watch it, and **it is hereby referred to the Convention for such action as shall be deemed proper and wise.**

The whole question of the Constitutionality of the Seamen's Act was settled by unanimous decision of the Supreme Court in the case of Dillon versus Strathearn and the case of Westmeath versus Peter Lucas and Gustav Blixt. Submitted as Appendix 3.

At the Convention in San Francisco it was decided to appeal a case dealing with a question of whether the Territory of Alaska may collect taxes from fishermen who are temporarily in Alaska to catch salmon, and if the Territory, can collect such tax through the operating company or from the vessel on which the fisherman is signed on as a seaman. There was first a rehearing in the District Court, in which the men won. An appeal was taken and the men lost. A petition for certiorari is now in the Supreme Court; but so far the petition has not been acted upon. The case seems important because if taxes can be thus collected from fishermen who are shipped as seamen, then it seems that all seamen may be compelled to pay such taxes regardless of whether they load with fish or with coal. For this reason I have instructed Mr. Hatton to submit the petition.

I have also requested the attorneys, who have handled quite a number of cases, to submit a report upon the more important cases, and these reports are hereby submitted as Appendix 4.

In closing this report upon the struggle in the Courts, I desire also to report that the International Shipping Federation Ltd. is trying to keep an eye on any British seaman who deserts in the United States and then comes to Britain in some other vessel. When he is discovered he is arrested, tried for desertion, convicted and fined or imprisoned.

I hereby recommend that the Executive Board be empowered to obtain legal advice upon whether this is not a violation of legal principles heretofore sustained by the House of Lords, and that if such shall be the fact that authority be given to proceed for the enforcement of the principles.

Legislation

The bills to amend Sections 4 and 11 of the Seamen's Act so as to repair the damages done to these Sections by Court decisions and which were before the last Convention, were introduced by Senator Jones, of Washington, Chairman of the Committee on Commerce of the Senate. The amendments were made part of the large Shipping Bill for the "Promotion and Maintenance of the American Merchant Marine." The hearings on this measure ran daily for about two months in the Committee and went into nearly all phases of the shipping question. This bill when reported further carried a substitute for Section 20 of the Seamen's Act, and also an amendment of Section 13. This last was a modification of the "Rowe Bill," which had passed the House and was intended to destroy the standard of efficiency of able seamen. The Rowe Bill sought to reduce the experience needed to become an able seaman from the standard provided by Section 13 of the Seamen's Act to nine months' experience. The Senate Committee recommended that the one-year clause with examination, as found in the Seamen's Act, Section 13, should apply to citizens of the United States only, and that after twelve months more of service on deck at sea or on the Great Lakes, such conditional able seaman should be held to be a fully qualified able seaman. This would give the citizen passing the examination twelve months' advantage over the non-citizen. The Senate Committee further strengthened Section 4 by inserting the words "or take in fuel." These amendments passed the Senate. The addition "or take in fuel" was stricken out in the Conference. Evidently the House conferees could not see the advantage that such addition would be to American shipping. The amendment to Section 13—the modified Rowe Bill—was also stricken out. The Rowe Bill had been urged in the interest of the American citizen and yet the patent advantage to the citizen, much superior to the supposed advantage in the Rowe Bill, was stricken out in conference and evidently through the efforts of Mr. Rowe himself. The conference also inserted a qualification in the substitute for Section 20, so that the injured seaman, or his heirs, can only enter suit for damages in the district where the owner lives or has his principal business. The bill as finally agreed upon was approved June 5, 1920. I hereby submit the amendments to the Seamen's Act as passed by the Senate and then as finally approved, as Appendix 5.

I have also caused the Rowe Bill, the hearings on the same in the House Committee on Merchant Marine and Fisheries, the hearings on bill for "Promotion and Maintenance of the American Merchant Marine," together with the Act as passed, to be bound in three volumes. One for the use of the Journal, one for the office of the Secretary, and one for the President. The hearings seemed to me of such importance to our movement that they ought to be preserved for future reference.

The Hospital Bill—H. R. 7930. The immigration law provides that sick alien seamen, brought to the United States, shall be removed to hospital to be cured at the expense of the vessel, which shall, if they be incurable, pay for their transportation out of this country. It was found that the vessels under certain circumstances reimbursed themselves from the wages of the seamen and left them penniless, a public charge or likely to so become, and the Department of Labor caused the introduction of the bill to remedy this evil. This bill became law, and it is hereby submitted as Appendix 6. The bill to transfer the personnel of the Merchant Marine from the administrative jurisdiction of the Department of Commerce to the like jurisdiction of the Department of Labor—S. 4712—has been introduced in the Senate by Senator Jones of Washington. This bill was printed in the proceedings of the last Convention and is, therefore, not resubmitted at this time. I further beg to submit H. R. 12396, a bill to amend sundry sections of the Seamen's Act. This bill applies to the Lakes, and was introduced by Mr. Scott of Michigan. Hearings were had on this measure, and the amendment offered to Section 14 of the Seamen's Act has been reported favorably from the Committee on Merchant Marine and Fisheries. The other parts of the bill were stricken out in Committee. The bill as introduced is hereby submitted as Appendix 7.

As Appendix 8 I hereby submit H. R. 12996, "A Bill authorizing the enrollment of officers and men of the Merchant Marine in the Naval Auxiliary Reserve." I am informed that this bill is to be given consideration by the Committee on Naval Affairs of the House, and the principle and policy ought to be considered by the Convention.

There are now two bills—S. 4607 and 4708—dealing with compensation to seamen for injuries. They are both in the Senate Committee on Commerce. They are both introduced by Senator Johnson of California. One is the old bill, which was sent to the Shipping Board and remained there. It had not been reintroduced in the present Congress and the Senator reintroduced it. The other was prepared by the American Association for Labor Legislation. These bills are different in several respects and they are hereby submitted to the Convention

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OUR WASHINGTON LETTER

(By Laurence Todd.)

President-elect Harding has yielded to the demand of the small progressive group in the Senate that there shall be no throwing away of public money nor vulgar display of private wealth on March 4th in connection with his taking charge of the executive power in the Government.

He yielded, giving up the plans of his friends for a gorgeous and pompous ceremonial and parade and ball which would have cost the public a million dollars, but he did so only because his critics had threatened to call the attention of 3,000,000 unemployed workers to the proposed criminal extravagance in a time of want and distress.

Senator Borah introduced in the Senate a resolution, six hours before Harding made up his mind to call off the "coronation," setting forth the facts as to unemployment, destitution and deficit in public finance, and calling attention also to the fact that 3,500,000 children in Europe will starve unless America sends them aid. He made these conditions the basis for a demand that not one dollar of public funds should be added to the $50,000 already appropiated for the inauguration. This resolution stopped the show.

Unemployment was the central theme of the debate which waged in the Senate about the ceremonial. Borah, Norris, Kenyon and others suggested that it was no time for the Republican party to stir up further social unrest. As they saw no way to provide jobs for the unemployed, they were unwilling to irritate the unemployed by a parade of the clothes and jewels possessed by the profiteers.

Among the profiteering groups which would have taken a leading part in the Harding fashion-show were the meat packers, the coal operators and the lumber manufacturers, whose pickings during and since the war have broken all records. The Federal Trade Commission has just sent to Congress a report on the lumber manufacturers' control of the lumber market which casts a searching ray of light upon the lobbying activities, the anti-labor policy, the evasions of the anti-trust laws, and the commercial highway robbery practiced by the National Lumber Manufacturers' Association and its ten member associations of lumber companies. This report shows that while the common folks were fighting the war, buying Liberty Bonds, sending their boys to the camps, speeding up production and in general were forgetting their usual suspicion of the big business crowd, the lumber companies' lobby in Washington was keeping the lumber trust advised as to how to evade taxes, control prices, reduce production and shout for "Americanism" and "the Constitution."

Every trade union organizer in America has heard, for example, of J. H. Kirby, former president of the National Association of Manufacturers, and more recently prominent in fighting the labor organizers and unionism in the Southern lumber districts. Kirby is the head of the Bogalusa Lumber Company, of Bogalusa, La., where A. F. of L. organizers and union members were mobbed by company gunmen, and where two of the organizers were murdered in cold blood because they refused to leave. Kirby appears as one of the most active plotters in this war-time conspiracy to boost the price of lumber. He was at the head of the lumber section of the Council of National Defense, and in that position fixed prices to be paid for the army cantonments at the beginning of the war.

Their own figures, seized by the Federal Trade Commission, show that the profit taken by the manufacturers in one typical group for Southern pine lumber were only $1.96 per thousand feet in 1916, while in 1919 they were $8.94 and in the first quarter of 1920 they averaged $26.35 per thousand feet sold.

Yet their correspondence shows that they forced an increase in prices of $1.50 per thousand in order that they should pay their common labor 30 cents an hour in 1918-19, and that some of the big mills and most of the smaller mills cheated, refusing to pay more than $2 a day. The day was in many mills 11 or even 12 hours.

This brood of "Americanism" is the more interesting because it went hand in hand with a policy of extermination of union labor, and of violence and even murder where they dared to go to that extreme. At Centralia, Wash., it was the lumber company's agents and retainers that broke down the doors of the I. W. W. hall, and started the fight which led to the lynching and shooting of combatants on both sides. At Bogalusa it was the company's program that was promoted by the killing of A. F. of L. men.

Senator Calder of New York, Senator Edge of New Jersey and Senator Kenyon of Iowa are members of a committee which is going to investigate the lumber combine and its lobby here, within a few weeks. Incidentally, Kenyon is proposing a law under which all lobbyists will be forced to register and explain who is paying them, and what for.

However, even if the lumber crowd has, for the moment, been caught with its mask off, there are large numbers of other self-selected "true Americans" here in the capital to prevent Congress from doing anything serious to remove unemployment or to break the iron ring which the organized employers have drawn about the organized labor movement. Already there are 60,000 textile workers idle in Philadelphia alone. The bosses say they are going to get rid of "agitators" by the starvation route. Bomb plots are hatched by the anti-labor press, public fear is excited, the legislatures rush through bills which enlarge the State Constabulary in Pennsylvania and other States, and thereby add to the forces of terror.

That is what makes the discussion of a reduction in the size of the regular army—now going on in Congress—so futile from the workers' standpoint. For every step taken to decrease the Federal forces is being countered by an increase in State troops and company guards. As the tide of unemployment rises, and the temper of the unemployed becomes more irritable, the number of imaginary bomb plots in industrial cities may be expected to increase, and the expenditure for gunmen to go skyward.

Meantime the signs of an attempt to be made by British and French officials and militarists to get the United States and all other Western nations into a general war against Russia, to "save civilization," are increasing. The latest is the coming of a British government agent to Washington to arrange for a further delay of the payment of the British debt of $4,000,000,000 and unpaid interest to our Treasury. Britain is paying out so much for her navy and her armies, in Ireland, India, Egypt, Constantinople and Persia, that she cannot pay what she borrowed from us. She probably never will pay. At the same time she discourages our hope of disarmament, which would save us a billion a year. With unemployment growing to ominous proportions in Britain, France and America, what more natural than that the militarists should try to "restore prosperity" by another big war against Russia? That would make us forget, perhaps, our bad debts abroad. And it would enable our profiteers to reap one more harvest. If the mad venture should lead all nations to financial shipwreck and destruction, what of it?

These new tendencies toward war for the sake of adventure and of debt-repudiation have been one reason for the adoption of resolutions in the central labor councils of cities of the East, during the past few weeks, demanding the resumption of trade and peaceful relations with Russia. Organized labor is getting into the field in direct and bitter hostility to the plan of the National Civic Federation that Russia be starved into taking back her Cossacks and her landlords. Thus far, not one of the big industrial centers where the Machinists' Russian trade resolution has come up in the labor council has failed to endorse it.

Railroad labor legislation in Congress moves slowly. Glenn Plumb testified for nearly two hours recently before the Townsend subcommittee of the Senate Committee on Interstate Commerce, on the Frelinghuysen bill amending the Clayton Act so as to permit the railroad companies to have their maintenance work done and their supplies furnished through their own favored subsidiaries, at extravagant cost to the public and under non-union conditions. He showed the labor-crushing and public-robbing purpose of the measure. Amendments to Frelinghuysen's bill, suggested by Chairman Clarke of the Interstate Commerce Commission, who testified earlier in the week, transformed it into a measure for really preventing these tricks. The subcommittee appeared unwilling to accept Clarke's amendments, nor on the other hand to challenge exposure by reporting the bill as introduced. It will probably die on the calendar on March 4th.

Textile workers in the South and New England can get scant encouragement from the week's progress toward an inquiry into the wage-cutting agreement among textile manufacturers. President Wood of the American Woolen Company announces a big dividend for the past year, and then announces a cut in wages of 22½ per cent., which he says is forced "by the public."

Congress shows no interest in the reason why millions are now unemployed; it accepts it as the fate of the poor.

It is only in the case of a strike that we appreciate the full depth of the employer's regard for the sanctity of contract.

THE I. S. U. OF A. CONVENTION

(Continued from Page 9.)

for action to be reported to the Senator. The Senator has also introduced a bill—S. 4606—providing compensation for harbor workers, and it is hereby submitted for your action.

Your attention must be called to S. 4204—a bill to prohibit interference with commerce—introduced by Senator Poindexter of Washington. This bill and the report upon it expresses very clearly what a section of the "new governing class," would like to accomplish. I hereby submit the bill and the report upon it as Appendix 9.

Section 1 of this bill was, when introduced, the most sweeping and complete prohibition, not only against strikes, but the slightest encouragement or advice to strike is made a criminal offense punishable by imprisonments running up to ten years. The Committee—the Committee on Interstate Commerce—amended Section 1 so that, if passed, it will apply only to those persons now subject to the Interstate Commerce Law and its amendments; but there is no such qualification in Sections 2 and 3. In these sections we seamen are brought back into involuntary servitude by punishments in prisons for periods not exceeding fifteen years.

Section 4—inserted by the Committee—again leaves us out, and in Section 5, as it became after inserting a new section and numbering it 4, we are given the right to leave the employment **as one individual.** Thus we are to establish group slavery in free America.

It is difficult to understand how much legislation can even be proposed in these United States; it is still more difficult to understand how such principles can get through a Committee of the Senate; but that it should be passed through the Senate passes belief. And yet this bill passed through a very thin Senate with unanimous consent.

When it became known that this bill had been called up and passed there was on the part of many of the absent Senators not only surprise, but emphatic protest, and Senator La Follette offered a motion to reconsider. This motion is pending at the time when this is written. When the bill passed I sent out information about it with the hope that communications from home might be of some use in the efforts to obtain reconsideration.

Under the head of legislation it is perhaps not out of place to call attention to the meeting at Genoa, Italy, held under the auspices of the League of Nations and for the purpose of dealing with the legal and industrial condition of seamen. This meeting opened on June 15, 1920, and remained in session for about one month.

The three delegates who were elected at the last Convention to attend the meeting of the International Seafarers' Federation, which was to meet, as we understood, in August, were, through this meeting at Genoa, compelled to leave in May for the purpose of attending a preliminary meeting of seamen to be held at Genoa prior to the meeting held under authority of the League of Nations. The reports submitted by the delegates deal with the preliminary meeting at Genoa, the meeting at Genoa, the prospects in Germany, in the Scandinavian countries and in Great Britain. I have nothing to add to that report except to state that J. Havelock Wilson has informed me through letter dated December 14, 1920, that the new legislation dealing with seamen, which is to be introduced in Parliament by the Government will include repeal of imprisonment for desertion. At least, this is his hope and expectation. The report from the delegates, who were sent to Genoa, Brussels, etc., is hereby submitted as Appendix 10.

The failure of the meeting at Genoa to adopt the proposed draft-Convention dealing with the hours of labor and the demand for further action taken at Brussels has resulted in a conference being held at Brussels, Belgium, in this month to try to arbitrate the question of the hours of labor. Mr. J. Havelock Wilson suggested in a communication that we send delegates; but since there would be no delegates from American shipowners and the United States is not in the League, there seemed to be no good reason why we should send any delegates.

You will see from the report that the Secretariat—Executive Council—of the Seafarers' Federation meets four times a year, and that the Federation pays the expenses of the attendance of one delegate for each country; but there seems no good reason why we should send such delegate more than once in each year. I believe that we should send one delegate to the Secretariat meeting to be held in August this year. Our next Convention can deal with the representation to be sent to the Convention to be held at Geneva, Switzerland, in 1922, and I so recommend.

The Committee appointed by the Shipping Board to make recommendations for amendments of our maritime law, which was appointed by the Board in 1919, and upon which report was made to the last Convention, has concluded its labors and has made a report to the Board. This report is hereby submitted as Appendix 11.

In studying this report together with the minority reports—found in the same document—you will see that the Committee only reported one amendment to the Seamen's Act. This is an amendment to Section 4—the half-pay section. It is proposed to reduce the statutory amount to one-fourth in place of one-half. You will see the minority report filed. This proposal was before the Senate Committee on Commerce and was there rejected. The Committee on Revision also had before it the "Rowe Bill" and made a separate favorable report thereon. The action of Congress on this bill has been reported upon earlier in this report and nothing further needs to be said.

The Committee made several very important recommendations with reference to inspection. You will note the minority reports. **I hereby recommend that the Convention give careful consideration to the entire work of this Committee on Revision.** The tendency of the recommendations, as I understand them and tried to express it in the minority reports submitted by me and generally concurred in by Mr. Brown, President of the Marine Engineers, is from safety; but of this the Convention must be the judge.

In the hearings on the "Rowe Bill," the "Scott Bill" and the "Jones Bill" there was the most hearty co-operation by the several districts. If written information was needed, it was promptly furnished. If verbal testimony was needed, it was furnished with equal goodwill. Officers from the Lake and the Atlantic districts appeared before the Committees on several occasions, and there can be no doubt that the testimony given was welcomed by the legislators and most helpful to our cause. There is no doubt that the legislators want the plain, simple, direct information which can only be furnished in this way.

Captain Wescott, of San Francisco, and Captain Pruett, of New York, representing the Masters, Mates and Pilots, gave very important information to the Senate Committee on Commerce. They made the cause of efficiency their own as the real concern of the deck officers. Captain A. N. McGray, who as member of the Law Revision Committee always voted and spoke with the men representing the shipowners, appeared before the Senate Committee in favor of the "Rowe Bill." The membership of the Neptune Association will, when properly informed, be the best judges of whether he was representing them or not.

Americanization of the Merchant Marine Personnel

It was our contention that upon the enactment and enforcement of the Seamen's Act, the native American would again seek the sea as an occupation. A nationality census of our membership was taken on July 15, 1917. Another was again taken September 1, 1919. Tables showing the results were printed as an appendix in our last proceedings. I hereby submit those tables together with the table of census taken December 15, 1920, as Appendix 12.

There is a very great turnover among seamen as yet, and the membership is not quite as large as appears.

It will by comparison be noted that the progress has not been as rapid in this last year as it had been previously. Nay, there may be a question if there be any real increase in the native-born American. This situation arises from the failure to enforce the Language Clause of the Seamen's Act, and also from the failure to enforce the Watch-and-Watch provision found in Section 2 of the Act. Again, the "Poughkeepsie" case has, no doubt, had some influence. The American is sensitive on the question of freedom, and occupations that either robs him or seeks to rob him of his birthright, need not look for him in any large numbers. The American does not look upon freedom as resulting from the Constitution. He claims that the Constitution is the result of American freedom. He has small patience with measures that seek to curtail his freedom or with men whom he believes guilty of promoting such interference. The "Poughkeepsie" case is, however, recent, and I have no doubt that it is mostly the failure to enforce the Language Clause that must be held responsible. I have no hesitation in predicting that the American will pass away again if this grievance is not redressed, and with him will pass all hope for American seapower.

Conclusion

In closing this report I hope you will bear with me if I again call your attention to what we promised, what we have done, and in what we have done less than what we ought. There is a very serious slump in shipping. Many men are idle, and some are suffering. I fear that it is going to be worse before it is better. Nearly all of us are without families, and we can, therefore, endure more of idleness than other men. If we must endure to convince our employers that we really mean what we say, then endure we must and will. In this we have no choice. The world has no consideration for those who whimper and then surrender. We must act otherwise.

We owe this much to our cause and to ourselves. This debt—I feel it—we shall pay, and in paying it we shall acquire more unity, more self-respect and a clearer vision.

On behalf of those not yet in our movement, I thank those in it for the work done, the progress made and the loyal co-operative spirit exhibited during the year.

Respectfully submitted.

ANDREW FURUSETH.

International Seamen's Union of America

(Continued from Page 5)

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ASHTABULA HARBOR, O. ..... 74 Bridge Street
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TOLEDO, O. ..... 618 Front Street
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Headquarters:
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Headquarters:
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PETERSBURG ..... Alaska
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FERRYBOATMEN'S UNION
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SAN FRANCISCO, Cal. ..... 166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

BRITISH COLUMBIA STEWARDS' UNION
FRED WALSH, Secretary
VANCOUVER, B. C. ..... 311 Hastings Street, West
Room 2. Phone Seymour 3976

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Labor News

More than 1000 organized painters in and around Newark, N. J., suspended work because of an attempt by contractors to reduce wages.

A broken agreement by the Master Ladies' Tailors' Association forced members of the Custom Ladies' Tailors' Union of Baltimore, Md., on the street. The employers also demand wage reductions, which the workers refuse. The union is affiliated with the International Ladies' Garment Workers' Union.

By a vote of 1663 to 4 organized street car men in Detroit, Mich, have refused to accept a wage reduction. Recently the proposal was unanimously rejected at a mass meeting of these workers, who declared that the company's plan was a "flagrant violation of contract." The company replied that the mass meeting was not representative of a majority of its employes. The union then arranged for a secret ballot and four votes out of 1667 were cast in favor of the company.

Officials of the United Mine Workers of America have levied an assessment of $1 a month for two months on the membership for the benefit of Alabama and West Virginia miners. The Alabama miners are striking to secure the enforcement of an award made by the President's bituminous coal commission, appointed when the nation-wide strike was called off last fall. The West Virginia miners are striking against the victimizing policy of coal owners, who are opposed to unionism. It is estimated that the assessment will total over $1,000,000.

In urging higher wage standards for employes of the Forest Service, Chief Forester Greeley says, in his annual report, that resignations' last year have threatened to demoralize the service. "The real injury from low salaries is not to employes of the Government, who can take care of themselves by seeking other positions, but to the Government itself." The report states that capable woodsmen can no longer be secured at prewar rates and that filling their places with unseasoned men may be responsible for fire losses greater than the cost of capable men.

In a statement at Chicago, S. C Mason, president of the National Association of Manufacturers, before a meeting of members of the association, emphasized that the association had favored the open shop for years. "We must do all in our power to quell the spirit of discontent that rests on the country," he said. "Congress can do much by removing the Government shackles on private business. We must meet organization with organization." Mason advocated the abolishment of the excess profit tax and said that the Seamen's bill was essential.

Dissolution of the Amalgamated Clothing Workers of America, an injunction restraining workers now on strike at New York from picketing factories, and $500,000 damages are asked in a suit filed in the Supreme Court by J. Friedman & Co., clothing manufacturers. The suit was brought in behalf of all members of the New York Clothing Manufacturers' Association. W. A. Bandler, president of the manufacturers' organization, stated that dissolution of the association is sought because it is an "unlawful combination and conspiracy organized solely for the purpose of destroying the existing industrial structure in the clothing industry."

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TERMS ARE REASONABLE

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
Andersen, E. A. -1410
Andersen, J. F.
Andersen, C. D. -1131
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Anderson, Karl A.
Anderson, Gus
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Anderson, H.
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Baumgartel, A.
Backstrom, C.
Barentes, Joe
Ballah, Lee
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Belmont, Joe
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Campbell, John R.
Christensen, E. O. H.
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Donovan, J. J.
Donnelly, R. A.
Edin, Gust
Engberg, O. L.
Engvall, J. A.
Felsch, Chas.
Fernandez, Elisio
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Gaughan, Tom
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Jacobs, Fulton
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Langman, Wm.
Leason, J. A.
Liquest, Rudolf
Martinsen, Ingvald
Mattson, Hilding
Malino, Stanley
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Axelsen, Herman
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Bendixon, Hans
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Bingham, Dexter
Blomgren, Adolf
Blindheim, A. E.
Blomgren, Carl
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Bretsen, Jos.
Brown, H.
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Braun, T.
Bunden, L. W.
Chekan, W.
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McCoy, J. L.
McKenzie, Dan.
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Olsen, Nick
Petersen, Harry
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Rod, S.
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Schurr, Harm
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Svenson, Thure
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Sjoberg, G.
Slandart, M.
Taice, John
Tangvalt, G. J.
Thornquist, A.
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Smeland, John
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Sohnn, M.
Soroos, S.
Sobel, R.
Simonsen, S.
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Strand, C.
Stuhr, H. M.
Sverdrun, Walter
Symons, W. A.
Thorn, Arvid
Thor, L.
Thorpe, J. W.
Vilen, I.
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Wright, H.
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Ylonen, S.
Yorkvelt, A.

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Anderson, E. F.
Barton, M.
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Blankstrum, P.
Bradsbury, Geo.
Cartane, Jose
Carman, P.
Christiansen, Chr.
Dean, Jas.
Fostervold, Kasper
Hanson, Oscar
Janson, John
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Krause, Frank
Lepp, Alex.
Magnussen, E. W.
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Nielsen, Hans
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Pedersen, Wilhelm
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Reilly, Ralph
Rydellius, Rolp
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Caldwell, John
Davis, Bernard L.
Drachman, John
Doehring, Otto
Genby, Owen B.
Highland, D.
Johnson, Ralph O.
Johnes, D. H.
Keenan, Thomas
Lundgren, Karl
Marshall, E. M.
Makinen, Kano
Mates, N. E.
Mitteminen, John
O'Brien, Jonas
Nilsson, Axel
Robinson, Lawrence
Sarin, C.
Solberg, Bernt P.
Weber, Fred C. Package
Hansen, H. O.

INFORMATION WANTED.

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

L. V. WESTERMAN

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INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Portland, Or., Letter List

Adams, Hugo
Ahlstrom, Kilian F.
Ahlstrom, Ellis
Ahren, Wm.
Allen, W.
Allison, Benjamin
Amundsen, Albert
Andersson, Axel
Anderson, J. A.
Anderson, Ed.
Andersson, Bill
Anderson, Herman
Anderson, Carl E.
Austin, Ed.
Amundsen, Ban
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Alsic, Karl
Austin, Melvin
Backman, Peter
Baker, Eddie
Benton, G. W.
Bieler, Ben
Blake, Frank
Bohm, Frans
Carr, B.
Carmelie, Guiseppe
Custer, Kenneth R.
Danilson, Albin
Darlington, Wm.
Dikkensen, S.
Dies, H.
Doehring, Otto
Dooly, Frank E.
Douglas, Joseph
Durett, J. E.
Fisher, Chas.
Erickson, J.
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Ellegard, M.
Engler, S. H.
Forsberg, Swen S.
Fugman, Arthur
Gallery, Russell B.
Gilkison, A. F.
Golden, Roy L.
Graff, John D.
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Halley, W.
Hansen, Thorolf
Hanson, Carl
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Hogstrom, Karl I.
Holm, Harry
Heino, Gust
Huber, Charles S.
Hurley, Michael
Jacobs, Fulton
Jespersen, Martin
Johnson, C. Eilert
Johanson, John
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Johnson, Anton
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Johanson, S.
Johnson, Louis
Kalfholm, Edw.
Kelly, Norman
Kelly, Albert J.
Kennedy, B. L.
Kjellberg, A. C.
Klaver, R.
Laine, A. A.
Larsen, Hans
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Lauritzen, Ludvik
Lavsen, Carl C.
Learstad, Peter
Leisig, John
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Lundgren, Gust
Malech, Frank E.
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Matson, R. M.
McDermott, W. M.
McCarlif, Gail
McCroskey, Ray A.
McGregor, Thos.
McLean, M. R.
Meyer, W.
Mikkelsen, Harry
Monroe, N. S.
Nelson, Nels
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Nilson, Herman
Norman, A.
Nurmisto, Ovio
Olsen, Michael
Olson, T.
Olson, John
Pederson, Geo.
Peppert, Fred
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Petterson, Charley
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Pehte, Frank L.
Pohl, W.
Pope, Bert
Prestoff, S.
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Rever, John T.
Ross, Geo.
Robinson, G. H.
Robertson, E. J.
Robles, Frank
Runge, R. L.
Saine, Arthur A.
Schmeltning, M.
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Skogmo, Paul
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Smith, Carl J.
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Spatig, Harvey L.
Spencer, Tom
Stout, R. E.
Sullivan, Fred L.
Suvaal, A.
Svanason, Ernest
Taylor, Bert
Tensfeldt, John S.
Thorsen, Chas.
Tinsman, J. T.
Tuhkanen, John J.
Viets, Clayton L.
Walmough, P.
Walter, E.
Wallace, Chess C.
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Wehtje, Wm. H.
Whiteside, Thos.
Wilson, J. W.
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Brenner, Alfred
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Cage, Thomas
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Carroll, Kenneth
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Carlson, Hjalmar
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Deasy, William
Devine, J.
Davis, Orville
Doty, E.
Diaz, Domingo
Durand, Ernest
Evanson, Alex.
Eckola, Henry
Eliassen, Emil
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Fischer, C. W.
Franzell, A. H.
Frair, Enoch
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Hagberg, Norman
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Holtkamp, C.
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Hayes, Elmer
Hermansen, Karl
Holmroos, David, W.
Holstein, W.
Heglund, Sigurd
Holm, Olaf
Hanson, Archie
Hamilton, Walter
Haddon, Fred
Harvey, Earl
Horner, Ambrose

"SALVAGE"

SEAMEN, do you know what you are entitled to receive for services that you perform as volunteers in saving life and property at sea? If you don't, get a copy of Axtell's Book, "Rights and Duties of Merchant Seamen." It covers this subject completely. Why should you sign papers for a runner from a lawyer's office, to collect what you have earned, if, by knowing the law, you can get it without doing so. Do you know that it is contrary to law and ethics of the profession for a lawyer to employ a runner or pay a runner or any other person any portion of his fee for getting business for him; that such an attorney is not regarded as fit to practice in the majority of States in the United States? In cases where a lawyer represents the whole crew, including officers and men, 15% is a fair charge, for collecting the money where it does not involve litigation. This book contains a complete digest of the Constitution of the United States and the Statutes of the United States pertaining to seamen, officers, consuls and owners, their rights and duties to themselves and to each other.

Overtime, personal injuries, wrongful discharge, waiting time, penalties are fully discussed in this little volume.

The actual cost of publication is 65c. The price is $1.00 in single copies. In orders of ten, a discount of 10% is allowed. In lots of twenty 20% is allowed, in lots of twenty-five 25% discount, in lots of one hundred 30% discount. In other words, in lots of one hundred there is 5% to cover cost of shipment.

The author, Silas B. Axtell, Attorney for the International Seamen's Union of America, in nine fights before the Supreme Court of the United States to enforce the Seamen's Act, Attorney for the Seamen's, Firemen's and Cooks' organizations in innumerable legal battles, is the leading authority on the law pertaining to seamen.

There are only 2000 copies of this book to be disposed of. They are going at the rate of 250 per week by mail order alone.

This is what Harry Olsen, who initiated Mr. Axtell into the Sailors' Union of the Pacific before he went on board the "West Calumb" as ordinary seaman in September, 1919, says:

"Your book, 'Rights and Duties of Merchant Seamen,' ought to be in the hands of every seaman. Knowing the law would settle a good many disputes which now arise. I will do my best to further the sale of the book and to start with I enclose P. O. Money Order for $20.00 for which kindly forward twenty books as soon as you can."

The following is quoted from a letter just received from Frank Manning, an American Seaman, who met with a serious accident on board an American ship. After stating the facts in his case and asking for assistance and advice, he says:

"Orunds Hospital, Copenhagen, Denmark, October 27, 1920.

"As I am not up in the Maritime Law whatever and do not pretend to know the least thing about it, it is no good for me to get into any arguments over here with these people because an uneducated person cannot cope with them. Well, Mr. Axtell, hoping to hear from you and hoping this finds you in good health, I am

"Respectfully yours,

FRANK MANNING,
Copenhagen, Denmark."

Every seaman should have one of these books, "Rights and Duties of Merchant Seamen."

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Home News

Although denouncing the soap boxers as undesirables within any community, the proponents of the Better American Federation are strumpeting their "cause" on the streets of Long Beach, California.

Final estimates of Utah's beet crop announced by M. M. Justin, agricultural statistician of the Department of Agriculture, place the yield at 1,304,000 tons, produced on 112,700 acres. This crop will bring the growers of the State $15,648,000, the largest sum ever paid to beet growers in Utah in one season.

Freight, aggregating 557,224 tons, valued at $19,370,401, was handled over the port of San Diego docks and wharves during 1920, according to the annual report of Harbormaster Joseph Brennan. The number of arrivals and departures last year was 35 per cent. greater than in 1919.

Financial interests say that the Pacific Oil Company, which has taken over the Southern Pacific oil interests in California, will start business with a prospective net income of $13,600,000 for the first year. This estimate is declared to be the minimum.

A report from Nogales, Arizona, states that news from the border is to the effect that a band of Yaqui Indians are on the warpath at Cruz Piedras, eight miles south of Guaymas, Mexico. A number of cowboys have been killed and ranches are being looted.

The Private Soldiers' and Sailors' Legion of Seattle has adopted resolutions calling on Federal, State and city authorities to take steps toward providing employment. Logging camps, it is said, will not resume work for several weeks and it is not certain whether many of the sawmills will start up again this month.

The Dunlop Tire and Rubber Company has virtually suspended operations. At the office of the company this statement was given out January 12: "The directors of the Dunlop Tire and Rubber Corporation have decided that general conditions in the automobile industry are such that they are justified in slowing down their program until conditions improve. April 1 is the probable date of resumption of activities."

The schooner "Muriel" was struck by lightning during an electric storm at San Francisco last week. The rail of the vessel was damaged and a copper plate torn off the side. The night watchman aboard was knocked down by the shock but not injured.

The United States Circuit Court of Appeals has denied a rehearing of the cases of forty-seven members of the Industrial Workers of the World, convicted at Sacramento of violations of the syndicalism law. These men are now serving sentences at McNiell Island.

A proposal for emergency relief of unemployed workers through properly organized committees in every industrial community, together with four devices for blotting out the ever-recurring unemployment problem, which is declared to be again approaching an acute stage, are set forth by the American Association for Labor Legislation in a statement recently issued, which urges the adoption of a national-state system of employment exchanges, intelligent planning of public work, regularization of industry, and unemployment insurance, as a means of "abolishing bread-lines from among the miseries of the world."

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SAN FRANCISCO

Domestic and Naval

Orders withdrawing from service thirty ships aggregating 180,000 deadweight tons for tie-up at Baltimore, New York, Norfolk, Philadelphia and at Gulf ports were issued on January 17 by the Shipping Board.

Completing her first round trip, the new 10,000-ton tanker "Algonquin" has arrived in San Francisco from Chinese ports in ballast. The "Algonquin" is one of the large fleet of tankers operated by the Standard Oil Company.

The mine sweeper "Whippoorwill," with oil barge No. 2 in tow, has arrived at San Diego from Hampton Roads for permanent service. This vessel is the last of the North Sea's famous "suicide fleet" to be sent to Pacific waters.

The 10,000-ton armored cruiser Brooklyn made her last voyage as a fighting ship from San Diego to Mare Island, Calif. According to Navy Department announcement, the Brooklyn is to be placed out of commission at the Mare Island yard.

A Montivideo report to the marine department of the Chamber of Commerce announces the arrival of the "Arapahoe," formerly on the run from San Francisco to Manila and since the war transferred to the Atlantic. When operating off the West Coast the "Arapahoe" carried members of Shipping Board recruits and acted as a finishing school in their training of the sea. She is well remembered in San Francisco and many of the younger seamen who are on board other vessels trained for their sea service on her decks.

The schooner "Inca," which left Eureka for Sydney, October 9, 1920, sprung a leak while 250 miles from Sydney. Captain Winther put his wife and eight-months-old baby and the nine members of his crew in the ship's boat, from which they were taken aboard the "West Holbrook." The captain and chief engineer remained aboard the schooner and were towed to Sydney. The "West Holbrook" carried the nine members of the "Inca's" crew to San Pedro last week, after landing the captain's wife and baby at Honolulu.

That the ruling of the Shipping Board and the threatened interpretation of the prohibition law that no booze can be sold on board ships flying the American flag, whether outside the three-mile limit or not, will have a very serious effect on the passenger traffic across the Pacific, is the united opinion of the local operators in this service. Following the objection of Eastern operators, who are threatened with having to content themselves with the "overflow" of passenger business if bars are restricted on the American-owned ships, the Pacific operators are also about to make themselves heard.

The schooner "Omega," one of the oldest sailing craft operating from the West Coast, has just finished another run in very good time for a sailing vessel from Port Blakely to Hobart, Cape Town. She carried lumber for the Simpson Lumber Company and made the trip in about ninety days. This is good time, as sailing ships often take 120 days to the trip without causing their owners any worry. The "Omega" was running in the trade from this coast when the Panama Canal was a theory and when sailing masters considered eighty-nine days from a north Atlantic port to San Francisco a very quick passage.

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Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
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NOTICE

The Sailors' Union of the Pacific is conducting a training school in marlinspike seamanship during the winter months only at Room 4, No. 9 Mission Street. Young members who need some practice, and older members who want to brush up, should take advantage of same. Competent instructor on hand. Open to members only.

INFORMATION WANTED

Dirk Land, or anyone knowing his whereabouts, will please communicate with Ed. Timmerman, 49 Reid street, Brooklyn, N. Y. A sum of money is held for him by me.

12-8-20

An award has been made and funds are in our hands ready for distribution to the officers and crew of the S. S. "Lake Calvenia" who salved the S. S. "Balino" Nov. 28, 1919. Kindly communicate with this office in order that prompt and proper settlement might be made. Levy & Levy, Attorneys, 202 Trust Building, Galveston, Texas. 12-15-20

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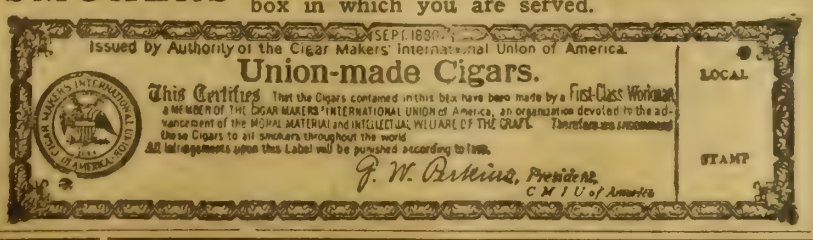

News from Abroad

The director general of the Berlin postoffice recently issued an order against strikes in his department and the trade unionists concerned declared that they would exercise their right to strike if their demand for increased wages was refused. The threat produced partial results, as the Reichstag adopted the recommendations of a commission dealing with this question, which has also been approved by the government. The employes insist that the increases are not sufficient and the question is being further discussed.

The discussion in Great Britain on the merits of battleships in view of the development of the submarine, continues as the public reads the publication by the government of all papers and orders on the battle of Jutland between the British and German fleets. In commenting on these papers, the Manchester Guardian says: "The value of the battleship is unquestionably diminished not only by mine and submarine, but by the torpedoes of the destroyer. Had the Germans built more destroyers and fewer dreadnaughts we might have been in much worse case at Jutland. What are we to build now?"

Dissolution of the General Federation of Labor has been ordered by the Paris court which has been hearing the cases against Leon Jouhaux, president of the federation, and others of its officers on charges of infringements of the law governing unions. Fines were imposed upon Jouhaux and four other federation officials. The decision of the court amounts to depriving the federation of a legal status, but it does not prevent the organization reforming under another name. A strong sentiment exists in political circles against enforcement of the decree, the federation since the prosecution began having taken a strong stand against the communists. The trial of Jouhaux and his associate officials was begun December 16. The infringements of the law charged against them were of a technical character, such as the admission to membership in the federation of irregularly formed unions. The federation, however, was charged with having political objects.

The delegates to the Pan-American Federation of Labor Congress has been divided into two groups—one English-speaking and the other Spanish-speaking—to receive an account of the organization's activities. A report, signed by President Samuel Gompers, Secretary Canuto Vargas and Treasurer James Lord, discussed Santo Domingo's protest against American occupation and an outline of the efforts of the Pan-American and the American Federation of Labor to restore native rule there. Emphasizing the need for a trade union organization in Central and South America, the report says Ecuador has been the first to respond to the movement, being followed by Guatemala and Salvador, but with Panama making little progress. It refers to the Argentine Federation of Labor, which has refused to join the Pan-American organization, asserting that inasmuch as an international federation of trades unions exists it is unnecessary also to have a Pan-American federation. The section dealing with the international labor conference, held in Washington in 1918, concludes with an indorsement of the findings of the conference.

With the Wits

"So you got $200 out of the railway company for the accident?"

"'Twas no accident. I just cracked the old wife on the heid wi' me stick when the crash came."—London Mail.

"Father, what is the difference between visit and visitation?"

"Well, Sammy, when we go to grandma's it's a visit, but when grandma comes to see us it's a visitation."—Boston Globe.

"Whatever became of young Bumptious? He used to say if he ever got into a thing he'd be running it in a week. Big success, I suppose."

"Well, he kept his word. He's an elevator boy."

Conductor—Where's your ticket?

Tough Passenger—Aw, I'm travelin' on me face.

Conductor—Well, it's immaterial to me whether I punch a ticket or a face.—Philadelphia Record.

Doctor—Your husband, madam, is much better. He may have food—in fact, he must have a lot of food.

"Couldn't you keep him on a diet a little longer, doctor? Meat is so high."—Le Journal Amusant (Paris).

Virtue vanishes when one wishes to parade it.—E. Cornilhe.

Every war ends where it should begin—in peace.—Abbe Barthelmy.

To digest knowledge, one must have swallowed it with an appetite. —A. France.

Jones—I have not been able to locate those building lots you sold me in Viperdale.

Real Estate Dealer—You're lucky; there's a squatter on them who would have killed you if you had. —Washington Star.

Lady—I suppose you have had some hairbreadth escapes during your seafaring life?

Sailor—Yes'm. I was nearly drowned once when I went to sleep in the bathtub and forgot to turn off the water.

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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXIV, No. 22. SAN FRANCISCO, WEDNESDAY, FEBRUARY 2, 1921. Whole No. 1738.

INTERNATIONAL SEAMEN'S PROGRESS

Contracts Reveal Advance of Italian Seamen's Federation

The Twenty-fourth Annual Convention of the International Seamen's Union of America was called to order in Scandinavian Hall, Girard Avenue, at 10:45 a. m., January 10, 1921, by President Andrew Furuseth.

Mr. C. J. Cattell welcomed the delegates to Philadelphia on behalf of Mayor Moore, who was absent from the city. He stated that there was feeling in the hearts of the people of Philadelphia that they wanted the Seamen, because they felt that their presence here would add to the value of the citizenship of the city. Mr. Cattell closed his brief address by expressing the hope that the convention would be a pleasant and profitable one for the delegates.

Mr. George F. Sproule, Director of the Department of Wharves, Docks and Ferries, was the next speaker. He gave the visitors some interesting statistics relative to the port of Philadelphia. He stated that the present city administration was very much interested in the development of the port and also very much interested in ships and in the men that go down to sea in ships.

"Personally," said Mr. Sproule, "I have been associated with these men from boyhood; I lived during the time when there was great brutality on ships, and I have seen what has been accomplished, through unions such as yours, to bring about better conditions. I have always felt that the seamen never got the recognition they should have gotten during the war. It seems to me that all the credit was given the officers of those ships, but it was through the heroism of the men very largely that the war was fought to a successful conclusion."

Following the usual routine of organizing the Convention, and appointment of committees, many messages of congratulation and goodwill were received from branches of every subgroup in all districts having affiliation with the International Union; also from seafarers' organizations throughout the world. The following telegrams were read to the Convention:

Harrisburg, Pa., Jan. 21, 1921.

Carl G. Kirsch, Attorney for Sailors, Firemen and Cooks of Philadelphia, 1301 Commonwealth Bldg., Philadelphia, Pa.

Had hoped, until the last minute, to be able to attend your Convention. Wish you every possible success and will appreciate your expressing my regret to the delegates in attendance.

WILLIAM C. SPROUL,
Governor of Pennsylvania.

London, Eng., Jan. 11, 1921.

President, International Seamen's Union, Annual Convention, Philadelphia, Pa.

Executive Council, National Sailors and Firemen's Union of Great Britain and Ireland, now in session, sends hearty fraternal greetings to their comrades of America, with best wishes for success of Convention. Hope to welcome your fraternal delegate to our next meeting.

HAVELOCK WILSON, President.
EDMUND CATHEY, Secretary.

This communication was referred to the Committee on International Relations, with instructions to prepare a suitable reply. The committee later reported back the following cablegram:

Philadelphia, Pa., Jan. 12, 1921.

Searoving, London, England.

The Convention sends fraternal greetings to Executive Board and expresses hope for harmonious meeting productive of good and for success at Brussels Arbitration Conference.

FURUSETH.
HANSON.

The report of the committee was adopted and the cablegram ordered sent.

The following communication and form of agreement was received from the Italian Seamen's Federation:

Genoa, Dec. 10, 1920.

Mr. Andrew Furuseth, President of the International Seamen's Union of America, Washington, D. C.

Dear Sir:

Very much obliged for your kind letter of November 24, 1920.

In these days we have carried on the articles of enlistment regarding seamen on board vessels of every tonnage. We have obtained even the articles of enlistment for seafarers on board tugs, lighters, etc.

Here enclosed I send you a copy of every one of these contracts. I have, in the same time, the pleasure to notify you that on board the steamboats of the co-operative "Garibaldi" we have applied the rule of the eight-hour work, even at sea for every department. That is a very good thing, because it means that the "Garibaldi" has adopted the eight-hour week at sea, even for the deck department.

I am following the difficulties you are meeting through the idleness which is striking the members of your Union.

I wish you and your country-fellows better times and every happiness.

Yours faithfully,

E. SINTUY.

ARTICLES OF AGREEMENT

Shipping Articles for Personnel of Tugs:

ARTICLE 1

The present contract shall have a duration of .....months to be reckoned from today and shall always be valid whoever be the captain in command.

The tug on which the crew has shipped shall render service in the zone within a radius of fifty miles from the lighthouse of the port in which it is designated to render local service.

Whenever the tug should be assigned to service beyond the zone above indicated, the crew shall receive the rates of pay provided in the wage schedule contained in Article 2, and the hours of navigation of the crew shall be governed by the said article.

Every person shipping in accordance with the present contract shall be under obligation of rendering service to any other tug belonging to the same owner, or to the same company or firm of owners, within the entire duration of the present agreement; under the same conditions it shall be understood that the period of enrollment fixed in this contract shall remain unchanged in the case of such person.

Members of the crew who are being enrolled in a port in which the tug is not stationed shall, in order to be able to come on board, be entitled to traveling expenses, transportation of their dunnage, and pay and sustenance, beginning from the day of enrollment, and in case of a preceding period of engagement (beginning with the day on which their passbook has been taken up) they cshall be entitled to pay and sustenance for such a period, always provided that the enrolled person has complied with his obligation of shipping.

Compensation for sustenance shall not supplementary; sustenance shall for the duration of the journey, for going to a foreign country, and up to the time of shipment be agreed upon with the enrolled person in each individual instance.

Compensation for sustenance shall not be granted in cash whenever the owner provides sustenance in kind.

If the contract expires during a voyage to Italy it shall be understood to have been extended up to the time of the arrival of the tug in the home port, provided the arrival in said port takes place within a maximum period of forty-five days after the expiration of the term of the present contract.

If the contract expires during a voyage to a foreign country or in a foreign port the enrolled person must remain on board under the same conditions if the tug makes a direct voyage to Italy.

If, instead, the tug makes a voyage to other foreign ports the enrolled person shall be repatriated with pay and sustenance up to the time of arrival in the port of enrollment, and the enrollment shall continue with the right to supplementary pay equal to 15 per cent. of the former for the entire duration of his presence on board up to the time of arrival in the home port.

If the port of debarkation is not the same as that of enrolment the enrolled person shall be entitled to repatriation to the latter at the expense of the owner and be entitled to pay and sustenance up to the date of arrival in the said port.

Repatriation shall be effected according to the choice of the owner, either by means of steamer or railway, in the following manner:

Captains with certificates of masters of ocean vessels and licensed chief engineers shall be entitled to first-class travel, deck officers and machinists, second-class travel, and ordinary seamen to third-class travel.

Members of the crew enrolled outside of Italy shall, whenever they are being disembarked in a port other than that of their engagement, and if special agreements do not exist, be entitled to repatriation to the port where they were engaged, with pay and sustenance up to the time of their effected repatriation.

Through explicit derogation of Articles 531 and 535 of the Commercial Code, in the case of prohibition of commerce, of seizure of the ship, capture, injury to the ship, shipwreck, or other accident, the enrolled person shall be entitled to repatriation, with pay and sustenance up to the

date of arrival in the port of enrolment.

The enrolled person has the same right in case of sale of the tug outside of the port of enrolment.

Premature annulment of the contract shall be regulated by the provisions of the Commercial Code.

ARTICLE 2

The rank and pay (inclusive of sustenance) of the persons comprising the crew is made evident in the table annexed to the present contract.

The monthly (commercial month) pay begins with the day of engagement and becomes payable at the end of each month, sustenance being included in it.

Payment in foreign countries shall be governed by the determinations made by the Board of Awards (Commissione Arbitrale) of June 30, 1920. The crew, acting as substitutes for missing members when entrusted with functions of higher rank, shall receive the pay due to such rank during the period of substitution.

During the presence of tugs in ports in which malaria prevails quinine shall be furnished free and daily to the members of the crew.

Whenever the tug goes to ports officially declared infected with epidemic diseases and does not remain there in quarantine, all members of the crew shall be entitled to an increase of 20 per cent. in pay for the period which expires between the departure from the immediately preceding port and the arrival in the next port after the infected port, and this increase shall never be less than 5 per cent. of the pay fo rthe entire journey.

As infected ports shall be considered those which shall be officially declared so by the governments to which they belong, and also those which, in absence of such declaration, subject to quarantine vessels anchoring in them.

The captain shall make payments on account of the monthly pay to the crew.

Whenever the tug stays away from its home port for a period in excess of one month the company or the owner may, on request of an enrolled person, consent that part of his pay, within a limit which the owner himself may fix, shall be assigned by the enrolled person to his family for maintenance in accordance with Article 545 of the Commercial Code.

The enrolled person must designate the member of his family to whom he assigns part of his wages.

The payment of the assigned sums shall be made to the assignee or assignees designated by the enrolled person through the maritime authority of the port of enrolment whenever payment can not be made directly.

In the case of sickness or disability of any member of the crew during navigation the deck service shall be performed by the remaining personnel of his group with proper consideration of the normal hours of labor. If, at the time of departure, some of the crew fail to embark, or are absent, the pay (inclusive of sustenance) of the absent ones shall be drawn by those who, during the voyage and within the normal hours of labor, perform the work of these absent ones.

Each enrolled person shall, in pursuance of the law on industrial accidents, be provided at the expense of the owner, with a book in which shall be registered his pay and all supplements to it.

ARTICLE 3

The size of the crew of the various groups of tugs has been determined by the tables annexed to the present contract showing the minimum crews. In the case of tugs having, however, crews in excess of the minimum size fixed in the said tables the size of the crew shall remain unchanged.

ARTICLE 4

The normal hours of labor shall be 8 hours for the entire crew and shall be performed between 8 a. m. and 12 noon and between 1 and 5 p. m.

If the exigencies of the service require it the hours of labor may with observance of the 8-hour day be modified provided that the dinner hour, which may not be interrupted, falls within the time between 11 a. m. and 2 p. m. and the hours of labor fall within the time of 6 a. m. and 7 p. m. with interruptions only for meal times. All work performed before or after the hours fixed beforehand shall be compensated to each individual enrolled person in accordance with the rates fixed for overtime work.

ARTICLE 5

Navigation Service Outside the Regular Zone.

The hours of the navigation service for deck officers and engineers shall be 8 hours in each 24. During navigation the watch shall be divided into two turns for the deck crew, 4 hours of watch alternating with 4 hours of rest, with relief from 4 to 6 p. m. and 6 to 8 p. m. through the watch below.

The watch of the engine crew shall under normal conditions be divided into 3 turns, each watch having 8 hours of work and 16 hours of rest in every 24 hours, 4 hours of watch alternating with 8 hours of rest.

The preceding provisions are not applicable in the case of special work performed in the interests of the ship, the passengers, and the cargo which requires the presence of all or a large part of the crew. During the voyage men on watch are obligated to perform during night hours and on holidays the work indispensable for navigation, for the security of the vessel, for the operation of the engines, service of the passengers, the washing of the deck, and the emptying of the ashes.

If, however, the captain should deem it urgent that other work be performed during the night hours men of the watch must perform it provided they are paid for it at overtime rates. As night hours are to be considered those between 6 p. m. and 6 a. m.

Boys who have not completed their 15th year of age shall be excluded from service on the night watch.

The normal hours of labor of that part of the engine and deck crew which does not perform watch service shall be regulated by the exigencies of the service and during navigation may in no case exceed 8 hours.

The engine crew must raise and empty into the sea the ashes, watch by watch, during their hours of service and whenever this should not be possible shall be entitled to compensation for overtime work.

Except in cases of force majeur the deck crew may not be obligated to substitute for the engine crew.

ARTICLE 6

Tables for Overtime Work.

Port and Zone Service.

The following overtime rates for work in excess of the normal 8 hours of labor, be it day, night, or holiday work, for the crews of tugs in general service in ports is fixed as follows:
Deck officers and engineers...4.50 lire per hour
Ordinary seamen, firemen, trimmers.....
.....3.00 lire per hour
Apprentice seamen, boys, etc..1.50 lire per hour

Industrial Service and Port Traffic.

"Lloyd Mediterraneo," "Ilva," "Ansaldo" and similar services, as well as services of general traffic.

The rates of pay for overtime work of the crews of tugs assigned to industrial services have been fixed as follows:

During the daytime from 6 a. m. to 8 p. m. (in case of the normal 8 hours):
Deck officers and engineers....3.50 lire per hour
Ordinary seamen, firemen and trimmers....
.....2.00 lire per hour
Apprentice seamen, boys, etc..1.00 lire per hour

Night work (8 p. m. to 6 a. m.):

The compensation for overtime work during the night time shall be double that for daytime.

On demand of the owner the crew may be called upon to work overtime after having performed the normal 8 hours of work.

Overtime work outside of the zone:

Overtime work on tugs outside the zone, performed during navigation, shall be compensated in accordance with the shipping articles for steamers.

If the work is performed in port the hours of overtime work shall be counted double (as in the model contract of the royal commission).

ARTICLE 7

The following allowances shall be granted to the crew in order to sleep on board in ports or roadsteads during the night (from 7 p. m. to 6 a. m.):

In case of tugs assigned to tugging steamers and sailing vessels:
Deck officers and engineers.....15 lire
Ordinary seamen and firemen.....12 lire
Apprentice seamen and boys..... 5 lire

In case of tugs assigned to industrial service (for firms of the kind of "Ilva," "Lloyd Mediterraneo," "Ansaldo," and the like):
Deck officers and engineers.....10 lire
Ordinary seamen and firemen..... 7 lire
Apprentice seamen and boys..... 4 lire

In case of tugs assigned to salvage service in ports and on the seashore the allowances shall be the same as in the case of tugs of industrial firms.

In case of tugs assigned to other port services the rates of allowances shall be:
Deck officers and engineers.....20 lire
Ordinary seamen and firemen.....17 lire
Apprentice seamen and boys..... 8 lire

ARTICLE 8

On request, and if the work is not performed by undertakings on land, the engine crew as well as the deck crew must render service in loading and stowing the coal purchased, at a rate of compensation of 4 lire per ton.

If this work is being performed outside of the regular hours of labor it entitles the crew to compensation for overtime in addition to the compensation indicated above. The entire sum due to the crew having performed such work shall be divided into parts proportional to the hours of labor actually performed by each member of the crew.

ARTICLE 9

Work on Holidays.

Active work on holidays shall be compensated as overtime work during daytime. In the case of tugs of all kinds, with the exclusion of those given over to towing steamers and sailing vessels, to which shall be applicable the table of compensation for the night watch off watch fixed for such types of tugs in Article 7.

The crew without group distinction shall in addition to the above compensation be granted a workday off for each holiday worked. These days off may be cumulated and be enjoyed within the period of the contract whenever exigencies of the service permit it. The accumulated days off which have not been made use of by fault of the shipowner shall be compensated and paid for as so many forfeited workdays (exclusive of maintenance) and at the rate of wages fixed in the table for ports and zones.

Omission at end of paragraph——

ARTICLE 10

Every enrolled person has a right to rest on holidays. As holidays shall be considered Sundays and all legal holidays recognized by the Italian laws, as well as May 1, Epiphany, Ascension Day, Assumption Day, 20th of September, All Saints Day, Christmas, and the first of May.

The shipowner shall have the right, if the exigencies of the service require it, to demand that the crew shall work even on holidays.

ARTICLE 11

English Saturday.

Wherever the dock workers are granted a half holiday on Saturday the crews of tugs shall also enjoy the privilege and thus have only 4 hours of normal labor, which shall be included in the time between 6 a. m. and 1 p. m.

Where there are no dock workers the crews of tugs shall only enjoy the privilege of the Saturday afternoon off when the working forces of the industry on which the tug depends are granted a half holiday.

ARTICLE 12

War Risk, Accident and Sickness Insurance.

In case of death from accident caused by events of war or by consequences resulting from a state of war, survivors shall receive compensation equal to 6 years' earnings (pay and sustenance) and never less than the following amounts:

(a) 32,000 lire for deck officers and engineers.
(b) 30,000 lire for petty officers.
(c) 25,000 lire for members of the crew.
(d) 20,000 lire for seamen apprentices, boys, cabin boys, etc., without deduction of the amounts that may be awarded by the invalidity fund for the merchant marine.

1. All members of the crew inclusive of the captain, whatever their age and their pay, must be insured against industrial accidents. For that part of the crew to which is applicable the law on industrial accidents provision shall be made in pursuance of the law. For the remaining part of the crew the owner shall make provision by assuring 5 years' annual earnings (pay and sustenance) for cases of permanent total disability.

Cases of permanent partial disability involving a reduction of 25 per cent. and over of the working capacity shall be insured by the owner in pursuance of Article 95 of the aforesaid law.

Nevertheless, in partial abrogation of what has been laid down in the preceding paragraph, each accident involving any alteration of the existing visual capacity of officers in the service shall be considered for the purpose of insurance as a case of permanent partial invalidity.

The capital value due to the invalid or to his survivors may eventually be reduced in accordance with an award of the invalidity fund of the merchant marine, (Paragraph unintelligible).

2. In the case of disembarkment due to accident or sickness members of the crew shall during a maximum period of 4 months be paid in cash their wages and sustenance in the daily amounts fixed by the present contract, except as relates to sustenance in cases where the enrolled person has been given medical care at the expense of the shipowner.

In cases of sickness caused through the service members of the crew shall moreover be entitled for a maximum period of an additional six months to half their pay and sustenance.

ARTICLE 13

Insurance of Personal Effects.

In case of loss of personal effects by reasons of the war or through some other accidents the crew shall receive the indemnities provided in the following schedule:

	Outside the Zone.	Within the Zone.
Deck officers and engineers	2500 lire	2000 lire
Petty officers (boatswains and boatswains' men)	2000 lire	....
Ordinary seamen	1500 lire	1500 lire
Apprentice seamen and boys.	1200 lire	1200 lire

Exclusive Port Service.

Deck officers and engineers	1500 lire
Ordinary seamen	1000 lire
Boys, etc.	800 lire

ARTICLE 14

All persons of the crew, whatever their age and their wages, shall be insured against industrial accidents according to the provisions of the law.

In case there are on board licensed captains and engineers these shall be treated in accordance with Article 18 of the model contract of enrolment for steam vessels approved by the royal commission.

There shall in addition be provided collective insurance with the national social insurance fund in case of death from sickness, in favor of the members of the crew in cases in which a pension is not being paid to the survivors in accordance with the provisions of the law on the invalidity fund of the merchant marine. Such insurance shall be written for the sum of 3000 lire in case the enrolled person leaves behind only a widow and of 5000 lire whenever he

(Continued on Page 9.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Blue Laws Fail

"The willingness with which we undertake to regulate by law the personal habits of private citizens is a source of perpetual astonishment to Europeans," says Raymond B. Fosdick in his book on "American Police Systems."

During the world war the author was chairman of the commission on training camp activities of the war and navy departments.

"Nowhere in the world," he says, "is there so great an anxiety to place the moral regulation of social affairs in the hands of the police, and nowhere are the police so incapable of carrying out such regulations. Our concern, moreover, is for external things, for results that are formal and apparent rather than essential.

"We are less anxious about preventing a man from doing wrong to others than in preventing him from doing what we consider harm to himself. We like to pass laws to compel the individual to do as we think he ought to do for his own good. We attack symptoms rather than causes, and in doing so we create a species of moralistic despotism which overrides the private conscience and destroys liberty where liberty is most precious."

Not a Remedy

News from London, England, shows that the government's latest solution for the unemployed problem is to have employes work part time. Workers declare this is no remedy as short time is now the rule and the number bordering on starvation will be increased.

Other trade unionists declare that the government has taken the first step towards an attempt to reduce wages and that it will solve nothing to share the poverty existing among workers partly employed with those who are totally unemployed.

The plan is denounced as a scheme to shift to the workers the unemployment problem, while the government and employers and other taxpayers would escape responsibility.

Trade unionists call attention to the hysterical pleas for greater production made last year by statesmen and editors, who now urge workers to divide their short time with those who have no work.

Tom Mann, general secretary of the Amalgamated Engineering Union, makes this comment on the government's short-time proposal: "I am in favor of dividing work provided it is done on the payment of a living wage. Of course, the government does not propose this and for my part I will have nothing to do with the scheme."

The government has also notified the building trades that it will give these unions £5 for every ex-service man out of work admitted to membership. The unions are asking how this will guarantee employment for them, and while the officers of the National Federation of Building Trade Operatives have submitted the plan to affiliates, it is referred to as bribe money.

Wage Cut Not Justified

The widely-heralded reduction in living costs averaged 6.7 per cent. during the period June, 1920, to December, 1920, in 32 leading cities, according to the United States Bureau of Labor Statistics.

The June, 1920, cost of living was the highest during the war, being 116.5 per cent. over December, 1913.

This 6.7 per cent. reduction is being used by every publicity force at the command of cheap-wage employers to justify a wage-decrease of 15, 20 and 30 per cent. among the unorganized, despite the fact that at no time during or after the war have wages permitted workers to maintain living standards of 1913.

Decreases during the past six months, averaging 6.7 per cent., are as follows:

Baltimore, 8.2 per cent.; Boston, 6.3 per cent.; Buffalo, 8.9 per cent.; Chicago, 9.9 per cent.; Cleveland and Norfolk, 5.9 per cent. each; Detroit, 7.4 per cent.; Houston, 3.9 per cent.; Jacksonville and Memphis, 4.8 per cent. each; Los Angeles, 2.5 per cent.; Mobile and Pittsburgh, 6.6 per cent. each; New York, 8.1 per cent.; Philadelphia, 6 per cent.; Portland, Me., 7 per cent.; Portland, Ore., 10 per cent.; San Francisco and Atlanta, 5.6 per cent. each; Savannah, 5.1 per cent.; Seattle, 7.8 per cent.; Washington, 6.7 per cent.; Birmingham, 6.1 per cent.; Cincinnati, 8.4 per cent.; Denver, 7.7 per cent.; Indianapolis, 8.4 per cent.; Kansas City, 7.6 per cent.; Minneapolis, 5.4 per cent.; New Orleans, 3.7 per cent.; Richmond, 7.3 per cent.; St. Louis, 9.1 per cent.; Scranton, 8.2 per cent.

It is a significant fact that landed interests and public utilities took no part in these small reductions. Instead, in every instance but one, substantial increases were made during the six months in the cost of housing, fuel and light.

The Bureau of Labor Statistics also shows that the cost of living in December, 1920, was 100.4 per cent. over 1913. This means that if wages are not twice those of pre-war times the conditions of workers are not equal to 1913, and instead of securing better conditions as a result of the war for democracy their standards are lower than before the war.

A Natural Sequence

Latest reports from Topeka, Kan., state that the tinsel has worn off Allen's "can't-strike" law and its supporters have abandoned their cock-sure attitude on the ancient policy of handcuffing workers to their jobs.

The governor is conscious that he is slipping, but that is the extent of his knowledge on this subject. He has recommended that the industrial court, which enforces the law, turn over the management of public utilities to some other commission and permit the court to handle strikes. Last year the industrial court handled 28 disputes and there are some members of the legislature so hard-headed thar they ask if it is not a high price to

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Samuel Gompers, president of the A. F. of L., was re-elected president of the Pan-American Federation of Labor, at the convention of that organization held in Mexico City. The next convention will be held in Guatemala City.

A warship recently conveyed 100 Japanese from Sydney to Thursday Island, just off Northern Australia, where transfer was made to a Japanese vessel. The Japanese were discovered in Broome and are alleged to have participated in the recent riots there.

According to information received from Malaga, Spain, the stevedores and dock laborers of that port have refused to load olive oil, wheat, or flour on outbound vessels. They hope by this action to increase the amount of these products on the local markets.

The stewards' strike, which had shipping tied up in Australia and New South Wales, has been settled. The "Tahiti," "Las Vegas" and other ships, which were idle because of the inability of getting marine stewards, are on their way to San Francisco with Australian merchandise and passengers.

As a result of the refusal of the Finnish government to grant a general amnesty to the Socialists still imprisoned for their participation in the revolutionary outbreak of two years ago, the 80 Socialist members of Parliament recently employed obstructionist methods to prevent passage of the annual budget.

A recent report from Melbourne, Australia, states the theory of a basic wage, set by the State, has been blown sky high in Australia, as a result of the government's rejection of an award by its basic wage commission, which has investigated the question for a year. In October, 1919, Federal Premier Hughes said: "If we are to have industrial peace we must be prepared to pay the price, and that price is justice to the workers; nothing else will serve." The commission recommended an average of £5 16 shillings a week, and now the premier rejects the award and says the basic wage shall be £4 a week temporarily, but prices have reached the limit and will probably come down shortly. The collapse of a basic wage by state fiat has awakened the workers to the necessity of depending upon themselves, rather than be subject to the whim of a politician.

The Australian Seamen's Union is demanding a new menu, other than that which is provided under the Navigation Act, and has presented to the Steamship Owners' Federation a new list of requirements. The union is asking that all food be served in enamel utensils, and that a framed menu be furnished for each messroom. They also demand that condensed milk be substituted for concentrated milk; that canned foods take the place of dried foods, that pickles, sauces and mustard be supplied as required, and clean tablecloths be supplied at least three times per week. Eggs and hot rolls are also asked for, in addition to scones for breakfast every day. Soup, roast beef, veal and mutton are also included in the new list of culinary requirements, to say nothing of potatoes, marrow and other vegetables. In the third course plum pudding with sauce, custard, jellies and canned fruit are asked for.

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and His Principles

By Painless Parker

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TACOMA: 13th and Pacific
SAN DIEGO: 5th and F Sts.
SANTA CRUZ: 121 Pacific Ave.
BREMERTON: 412 Pacific Ave.
LOS ANGELES: 706 S. B'way.
STOCKTON: 6 N. California
SAN JOSE: 58 W. Santa Clara
SALEM: State and Commercial
PENDLETON: 755 Main St.
SPOKANE: Riverside & Post
LEWISTON: 521 Main St.
PORTLAND: 326 Washington
BELLINGHAM: Holly & Commercial
EUREKA: 210 F St
ABERDEEN: Heron and H Sts.
OAKLAND: 1128 Broadway
FRESNO: Mariposa and J Sts.
SACRAMENTO: Tenth and K Sts.
BAKERSFIELD: 20th and Chester
EUGENE: 7th Ave. and Willamette
CENTRALIA: Salzer Block
TWIN FALLS: 116½ Main Ave. N.
RENO: 16 E. Second

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INFORMATION WANTED

Any one knowing the whereabouts of Martin Tuppits, a native of Easthonia, last heard of in Montevideo, South America, on board the Norwegian bark "Loto"; kindly communicate with his brother, John Tuppits, 58 Commercial street, San Francisco. 1-5-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Sutter 4673. Residence Phone Prospect 2908.

INFORMATION WANTED

Peter Ronald, a native of Norway, age 56 years, injured while acting as a boatswain on board the S. S. "Ahala" on August 22, 1919, at Hartlepool, England. Anyone knowing his whereabouts will please communicate with S. B. Axtell, New York City. 12-8-20

DEMAND THE UNION LABEL

SAN FRANCISCO
Alaska Fishermen's Letter List

Bruno, S.
Bergman, John
Boyd, Frank
Carlson, E.
Carlsen, Victor
Domenico, Palestin
Dalin, August
Duke, F. U.
Damberg, August
Erickson, Libgott
Gustavson, Emil
Groth, Emil
Hansen, Emanuel
Hakanson, Ingvar
Hagburg, Gust
Johansen, F. C.
Jacobsen, Emil
Kelly, Manlius
Krumoll, Steve
Kristoffersen, H. O.
Kjerdalen, Ole
Levele, Ed.
Larsen, Theodore
Leonard, Heber
Miller, J. A.
McVicar, Geo.
McNeil, Daniel
Marcllano, H.
McDonald, J. B
McPherson, Donald
Newton, A. B.
Nelson, N.
Osterman, John
Ome, Tobias
Olander, Erick
Olsson, Carl
Pederson, Halfdon
Paulsen, Axel
Pavone, S.
Povsen, A. J.
Pettersen, Louis
Pettson, W.
Perunin, Christian
Skota, Nils
Steffanetti, Louis
Smith, R.
Svenson, August
Strieklan, Geo.
Shivers, D.
Schultz, Walter
Temilsen, Peter
Temisar, Peter
Treffers, A.
Widell, Hilmer
Widell, Julius

Registered Letters

Knudsen, Oscar
Meyer, Hans
Rasmussen, P.
Strusk, John Valentine

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La Follette's Magazine, Madison, Wis.

INFORMATION WANTED

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Olaf Nyhagen, a native of Bergen, age 36, is inquired for by his mother, Mrs. Dina Nyhagen, Bergen, Norway. 4-28-20

To Scandinavian Sailors:

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General Passenger Agent Swedish-American Line, 268 Market St.

Pacific Coast Marine

E. T. Chamberlain, Commissioner of Navigation, has ruled that under existing laws freight vessels may transport merchandise and passengers between United States ports and ports in the Virgin Islands.

The Rolph Navigation and Coal Company announces the arrival of the barkentine "Rolph" at Newcastle, Australia, from Melbourne. She will take coal there for the West Coast of South America.

It has been announced that the steamship "Maquan" would be substituted for the steamship "Nile" in the Pacific Grain Company's charter. The "Maquan" will take grain from Columbia River to the United Kingdom at $15 a ton.

For the last three months heavy shipments of gasoline and fuel-oil have been dispatched from the Texas fields and other oil centers of the United States to the antipodes. Due to the shortage in this State of fuel-oils and gasoline, California did not participate in this exportation to any large extent.

Reporting that a fleet of nearly fifty vessels was on the fishing banks along the West Coast of the Queen Charlotte Islands, the schooner "Democrat," Captain Nels Rorvik, has arrived in Seattle. The "Democrat" is the first vessel to reach Seattle this year from those fishing grounds.

The new SS. "Hawkeye State" made 19½ knots an hour on her speed trial in the Atlantic. This is one of the three Shipping Board steamers of the "535" type, assigned to the Matson Navigation Company for service. She is a sister ship of the "Golden State" and "Silver State."

While docking recently at the port terminals at Astoria, Oregon, the steamer "Pomona" was caught by the side and crashed into pier 2, about fifty feet from the end. A hole was cut into the dock fully twenty feet deep, and one of the steel rails of the railroad track was cut in two. The steamer was not injured.

After the activity of two weeks ago, when grain charters were recorded from Columbia River ports to the United Kingdom at $16 and $15, with the result that several Shipping Board vessels were taken from berths on the mud flats and put into commission for February loading, the charter market has taken a sudden slump back into its former inactivity.

Loaded with 12,000 barrels of gasoline, the motor-ship "Nuuanu" has left for Balboa in command of Captain Thornstrom. The shipment was cleared by George W. McNear, Inc., and is consigned to the United States Government, Canal Zone. The tank motor-ship is owned by the Philippine Vegetable Oil Company, and the cargo was loaded by the Associated Oil Company at Avon.

Bound for Brisbane and Sydney, the motorship "Oronite," under operation of the Standard Oil Company, sailed from San Francisco with a full cargo of oil, gasoline and asphalt. The vessel went out in command of Captain E. C. Genereaux, Jr. The shipment included 7000 barrels of lubricating oil, 5000 barrels of gasoline, 5000 barrels of kerosene and 1000 barrels of asphalt. This is the largest shipment of gasoline and oils to the Antipodes in some time.

The sailing date of the "Creole State" has been postponed for the second time. At first she was scheduled to go out on the Manila-East India run, January 26. This date was changed to February 1, and recently the booking agencies received notice that the ship would not get away until February 3. The operating department of the Pacific Mail said that there was more cargo offering from the East, and that this was the reason for the delay.

Atlantic Coast orders for 4,000,000 feet of lumber have been closed by the Port Blakeley Mill Company of Seattle, this being the first large order received for March and April shipment to the eastern markets via the Panama Canal. It will be filled from Puget Sound. A recent cut in rates by the Intercoastal Steamship Lines enables Douglas fir to be landed in the eastern markets this year in competition with the yellow pine of the South. The rate cut went into effect two weeks ago.

Resumption of a passenger and freight service between New York and Fiume will be inaugurated for the first time in five years with the departure from New York of the Cunard-Anchor Line steamer "Calabria," on February 24. The "Calabria" will carry passengers and freight to Vigo, Patras, Dubrovnik and Trieste, as well as to Fiume. Before the war Fiume was one of the principal ports on the Mediterranean with seven liners of the Cunard concern calling there alone. Excellent railroad connections make Fiume one of the greatest ports on the Mediterranean sea. Trains run direct to all parts of Austria-Hungary, Rumania, Serbia, Croatia, Czecho-Slovakia and Jugo-Slavia.

Owing to the remarkable success of service of the radio compass stations maintained by the navy at points outside San Francisco, for the purpose of giving steamships their bearings in dense fogs, additional stations are to be established on this coast. It has been announced that the following points are to be equipped: Point Hueneme, near Oxnard; Point Fermin, near San Pedro; Point Loma, near San Diego; Imperial Beach, near San Diego. It is also proposed that compass stations be established on Catalina Island and at Point Sur.

Two of the four 20,000-ton Diesel ore carriers which the Bethlehem Steel Corporation will build for its own use will be constructed at the Bay City yards of the Bethlehem Shipbuilding Corporation. The engines will also be turned out on this Coast. The engines were designed by Arthur West, chief of the department of power of the Bethlehem Steel Company. The ships are being constructed for the account of the Ore Steamship Company, a subsidiary, and will cost in the neighborhood of $5,000,000 each. It is understood that the other two ore carriers will be built at the Sparrows Point yard of the Bethlehem Shipbuilding Corporation.

According to information received from the Pacific Steamship Company through the Seattle office, the "Wenatchee" will be the first 535 to be delivered to this coast. She has been allocated to this company for the trans-Pacific run, and is expected to leave Baltimore some time this month. The "Golden State," which comes to the Pacific Mail, will leave Baltimore February 15 and, after touching at Havana, Cristobal, Balboa, La Libertad, San Jose de Guatemala and San Pedro, will arrive at Seattle. The "Golden State" was given a trial trip recently off the Virgin Islands and made nineteen knots, according to advices received by the Pacific Mail from the Baltimore agent. She was built at Newport News.

The power schooner "Olga," 51 days out of Unalaska on a voyage to Seattle, and which had been given up as lost has arrived in Cordova after a long battle with almost continuous gales in the North Pacific. Provisions gave out, according to members of the crew, and for many days they were forced to subsist on dried fish. Pumps were kept working night and day to keep water out of the engine-room. Two reindeer, which were being shipped to a Los Angeles motion picture company, were killed and eaten by the crew after the ship's provisions had been exhausted. Two polar bears, also consigned to the motion picture company, arrived safely. The "Olga" carried a crew of six men. She left Unalaska December 5 and was not again heard from until she arrived at Cordova. The Coast Guard cutter "Snohomish" had been searching for her for the last week.

Robert Dollar, acting as agent for the British, French and Italian governments, has taken over eleven of the German sailing vessels interned during the war in the harbor at Santa Rosalia. All of the ships will be towed to San Francisco for reconditioning. The ship "Hans" left Santa Rosalia in tow of the steamer "Providencia" of the Compagnie Du Boleo. The ship "Egon" will leave there next month and be towed by the steamer "Griffdu" of the Pan-American Line. All of the vessels are badly in need of repairs, having lain idle in the Mexican port since August, 1914. Their hulls are covered with marine growth and their rigging needs complete overhauling. Under the terms of the armistice these ships have been distributed as follows: To Great Britain, 2; Italy, 4; France, 5. After the ships are reconditioned, cargoes will be secured for them and they will be dispatched to their respective countries. No tugs will be sent to bring the remaining ships up the coast, it having been decided to utilize freight steamers which touch at Santa Rosalia for that purpose.

In comparing the manner in which the slump in the world's trade has affected the various large shipping centers, the port of San Francisco shows favorably. The one big, bright spot in the world trade is the Hawaiian Islands, where in addition to the sugar trade, there is demand for every character of commodity. The coast to coast steamship trade continues brisk despite the large number of vessels diverted to this route. Demand for gasoline and oil in Australia, which had occasioned enormous shipments from California, is lessening, but continues fair. Oriental trade, import and export, first of the trades hit, continues poor, while grain shipments, due to seasonal change, are inactive. Gasoline and oil shipments, coastwise and to Balboa, maintain an even keel, and imports from Tampico are increasing. Lumber is at a standstill. More than twenty steam schooners are tied up in the bay, while tramp steamer cargo offerings are nil, and twenty-two Shipping Board steamers are tied up at Benicia. Evidences are not wanting of a material change for the better in the spring, when practically all trades will resume activity.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

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(Continued on Page 11)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, FEBRUARY 2, 1921.

METHODS DIFFER

The advance of seamen throughout the world has recently begun to keep pace with that of workers ashore. Careful perusal of the Italian contract containing shipping articles for the personnel of tugs, reveals tremendous strides made by the seamen of Italy towards better and living conditions. There are several features of these agreements which are worthy of consideration. The most striking clauses are those dealing with matters of compensation and insurance, and the provisions for remuneration and care, in event of sickness or disability. In addition to war risk provisions, is the insurance of personal effects, and against industrial accidents.

The payments provided for are not large, but the principle is established, and can be extended in accordance with requirements, practice, and time.

The right of a seaman to his own time is recognized and the provisions protecting such right are specific.

In the matter of improvement in general status and conditions, progress of the Italian seamen compares favorably with that of our own. Their methods, however, have been entirely different to the procedure on this side of the Atlantic. While we have adopted a very conservative policy, and endeavored to secure favorable legislation from hostile elements, and by a campaign of education under adverse circumstances, the Italian seamen have been more rapid and direct. While our most potential instrument has been of a legislative quality, the Italian seamen have exerted very successfully and with more effect their economic power.

SABOTAGE IN RARE FORM

As a general rule when the word sabotage is applied in describing an act or acts of individuals or parties; visions of bewhiskered bolsheviki, desperate looking syndicalists, or unkempt I. W. W. are due to confront the imagination of the hearer. When a paragon of conservatism like the San Francisco Chronicle makes use of the term is can be expected to narrate a record of dire destruction. Robert Dollar's fleet of former German sailing craft, which are destined for San Francisco for a thorough overhauling and reconditioning, are quite a topic of interest in maritime circles. Therefore we are not greatly surprised when the fertile imagination of a marine news reporter constructs a fable of the sea from a very ordinary situation. The following interesting item appeared in the shipping news column of the "Chronicle":

"Sabotage of an unusual variety was brought to light when representatives of the Robert Dollar Steamship Company were dispatched to Santa Rosalia, Mexico, to make a survey of the eleven German sailing ships lying in port there. It developed that shortly after their internment the captains of the German crafts ordered the crews to load dirt to a depth of six to eight feet on all of the decks of the vessels. Since internment in 1914 vegetables and tropical fruits have been grown on the improvised land aboard the ships, and from this source the men received the majority of their rations.

"One of the vessels, the 'Hans,' 2869 tons, which sailed from Mexico for San Francisco on January 27 in tow of the steamer 'Providencia,' will be the first of the eleven German sailers to arrive. Shortly before the vessel was to sail a survey showed that the craft's mainmast a few inches below the deck had been perforated by an auger and then puttied up. Other damage had been done to all of the vessels and much preliminary repair was necessary before the ships could put to sea.

"The eleven vessels are to be brought here by the Robert Dollar Company, which is acting for the British, French and Italian governments, to whom the vessels were assigned under the terms of the armistice.

"The action of the German skippers in utilizing the decks of their vessels as truck farms has resulted in much damage, and it is believed that new decks will have to be laid on the ships. After repairs at San Francisco, the vessels will be loaded, if there are any offerings, and dispatched under the flags of their respective governments."

If the foregoing is founded on fact, we are inclined to believe that the captains of the interned vessels found the period of their exile irksome. The duration of their enforced idleness was problematical and those of the crews who were fortunate enough to take leave for more congenial surroundings lost no time in making their departure. On board ship nothing seems to tickle the palate of the average sailorman more than a dose of salad or garden truck.

If the several captains decided to utilize the hundreds of feet of deck space on their ships for raising the various courses of their meals, why call it sabotage? Gardening aboard ship is to say the least uncommon; but there were unusual circumstances.

CHICAGO AWAKES

In a recent call for a mass meeting to consider the unemployment situation, the Chicago Federation of Labor discloses the magnitude of the drive now being waged by employers throughout the United States against organized labor. It says:

"An unemployment situation, manufactured by the labor-bating employers for the purpose of forcing wages down, increasing hours of work and smashing the unions, is now upon us and is growing worse day by day. Coupled with the open drive on wage rates by shut-downs and lay-offs is an insidious, underhanded and un-American, so-called 'open shop' campaign in which the employers are aided, led and advised by the combined manufacturers' association, chambers of commerce and strike-breaking, gunman detective agencies. The purpose of this is to rob workers, during lay-offs, of what meager savings they have, lower their wages, destroy their faith in their unions and then wipe off the map entirely the labor movement of the United States.

"Drunk with their power and the success they achieved in piling up millions by profiteering, the vested interest gang have planned carefully this effort to destroy organized labor. The result of their mismanagement of industry is that the country is about bankrupt, and while these men revel in more wealth than they can manage, millions of workers are out of work and on the quick road to starvation, with the list growing longer every day."

The meeting, which is called for February 6, 1921, will have some very serious matters to consider, owing to the present distressful condition into which the country has been driven; but it is better late than never.

Those of the workers who have been provident and saved from their meagre earnings have been compelled long since to part with whatever surplus their strict economy accumulated. Instead of the prosperity and comforts particularly provided for, they have been forced by circumstances into lower standards of living, and the degradation of our working people still continues.

DERELICTS

The general attitude of modern society towards the element in disregard as human wreckage will have to undergo a complete change, from indifference to one of concern. In the same manner as the thoughtless and ignorant used to laugh at the insane, so have the comfortable members of society habitually scorned and derided the so-called derelict. They have looked upon the submerged as unworthy of consideration, and in the light of a nuisance.

Modern thought teaches that in a great number of instances responsibility of the individual is but a slight incident to the cause of the failure. Lack of education, bad housing, overwork at tender age, insufficient nourishment, and disease, tend to make the individual incompetent for the struggle in life long before arrival at an age of responsibility. Society as at present constituted is the force which creates the great army of unemployables known as derelicts which we observe shuffling through the thoroughfares, or occupying park benches every day of the year.

They are society's problem, and a solution must be found before civilization can be regarded as secure.

The subtle efforts being made, by the Better American Federation, to poison the impressionable minds of our children through distribution of pamphlets in the schools of California, has met with determined opposition from thoughtful people throughout the State. The attempt at placing this printed propaganda before our youths has been denounced by high school teachers in various sections and organized labor everywhere. The State Board of Education has barred all partisan literature from the schools.

Always demand the Union Label!

EXIT "COAL OIL JOHNNY"

As an argument to wage earners of America for investment in the $1.00 Treasury Savings Stamps, and $25.00 Treasury Savings Certificates, the Government Savings Organization of the Treasury Department have issued the following interesting story describing the finish of "Coal Oil Johnny":

"Coal Oil Johnny" is dead. The most widely advertised spendthrift the country ever knew died in poverty at Ft. Crook, Neb., where he was station agent for the Chicago, Burlington and Quincy Railroad. In the days of his prosperity he spent as much as $100,000 a day. And the days came around as regularly as the sun. When he died he made about $3 a day and the pay car only came around once a month.

Neither the oil that produced his fortune, nor his money, nor the way he spent it brought him luck or happiness. He spent the last fifty years of his life paying for the follies of his youth, in poverty and toil.

John W. Steele, for that was his real name, was born on a farm near Sheakleyville, Pennsylvania, and, as he was orphaned in his youth, he went to live with his aunt, the Widow McClintock, in Venango County, Pennsylvania. Oil was struck on the McClintock farm and the flow was leased on a royalty basis. The Widow McClintock knew farms but not oil and lived as she always had lived, putting the money which rolled in into a big safe in her dining room. One day when Johnny had failed to provide kindling, she threw a dipper full of the fateful oil on the kitchen fire and her interest in earthly affairs ceased at once.

Johnny was sole heir and when the big safe was opened he had over $500,000 in cash to play with. He ran through his find faster than the oil gushed from the wells. He practised every form of extravagance. He bought hotels for a night. He declined to ride in any vehicle which he did not own and the country was studded with cabs he had bought and given back to their drivers after he was through with them. He owned a minstrel show and spent thousands entertaining members of the company. But he did not have a good time. He admitted it himself. In one instance he spent hundreds of thousands of dollars to have a hotel clerk discharged and after his money was gone, the hotel clerk got his job back. When his oil ran out, his money ran out too and he spent the remainder of his life in hard, grinding toil, paying for the "fun" he had not had. Therefore the moral.

A trade union without the right and power to strike is an anomaly. A trade union, the chief use of which is to make a strike impossible, as under the compulsory arbitration system, is a crime against common sense.

"The first step toward a natural and healthy organization of society is to secure to all men their natural, equal and inalienable rights in the material universe."—Henry George.

No man is born without ambitious worldly desires.—Carlyle.

BETTER AMERICA FEDERATION BARRED FROM SCHOOLS

Under the above caption the State Federation of Teachers' Publicity Bureau recently published a pamphlet containing the following:

"During the past month the Better America Federation of Los Angeles, formerly the Commercial Federation of California, has made unusually persistent efforts to place in the hands of each high school student of the State a pamphlet entitled 'America is Calling California.' Under the guise of an intensely patriotic interpretation of the Preamble of the Constitution of the United States this publication demands that students fight all the 'isms' of the agitators, and virulently condemns State ownership of public utilities.

"The B. A. F. is part of the national machine now at work in the effort to destroy labor unions and all forms of liberalism. 'America is Calling' is designed to train up boys and girls in the way the B. A. F. wishes them to go. So long as men and women have the vote they must be 'safely' educated in youth! A few months ago Babson's Statistical Service boasted that 'employers controlled the pulpit, the press and the school.' That was an alarming statement to make. Yet three weeks ago 'America is Calling' was distributed to the high school students of Stockton. A week ago in spite of the protest of the Central Labor Council the pamphlet was officially placed in the hands of the high school students of Oakland.

"'Sin always finds the sinner.' The Los Angeles teachers protested bitterly the ideals fostered by 'America is Calling.' The Sacramento Board of Education bluntly refused its distribution in the Sacramento schools on the ground that it is partisan propaganda. Supt. H. C. Johnson of San Diego appealed to State Supt. Will C. Wood as to the legality of admitting the pamphlet to the public schools. The State Board set down its foot, and another phase in the sinister career of the Commercial Federation of California ended. On January 17 the following statement was issued from the offices of the State Board in Sacramento:

"'Superintendent H. C. Johnson, of the San Diego city schools, has applied to this board for advice concerning the distribution of a pamphlet entitled "America is Calling," published for distribution to students of high schools and colleges by the Better America Federation of California. The question raised is whether the pamphlet contains legally objectionable propaganda.

"'Section 1672a of the Political Code forbids the distribution of propaganda publications in the public schools, unless such propaganda has been approved by the State, county or local board of education.

"'Section 1672 provides that no publication of sectarian, partisan or denominational character must be used or distributed in any public school and provides that upon satisfactory evidence of the violation of this provision, the superintendent of public instruction and the county superintendent must withhold both the State and county apportionments.

(Continued on Page 10.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Jan. 31, 1921.

Regular weekly meeting was called to order at 7 p. m., A. C. Wamser presiding. Secretary reported shipping dull; plenty of members ashore.

ED. ROSENBERG,
Secretary.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary.

Vancouver, B. C., Jan. 24, 1921.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Jan. 24, 1921.
Shipping dull.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Jan. 24, 1921.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Jan. 24, 1921.
Shipping poor; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Jan. 24, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Jan. 24, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Jan. 17, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Jan. 28, 1921.
Shipping slow; prospects uncertain.
EUGENE BURKE, Secretary pro tem.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Jan. 20, 1921.
Shipping very slow. General conditions unchanged.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Jan. 20, 1921.
Shipping slow. Steam-schooners from this port laying up in San Francisco.
JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

Shipping, including the armistice deliveries, totaling 2,054,729 tons, had been turned over to the reparations commission by Germany at the end of 1920. All but 35,000 tons were steamships. Germany is still to deliver about 500,000 tons. The reparations commission up to the end of December had distributed 1,814,173 tons, as follows:

Great Britain, 1,477,839 tons; France, 166,924; Italy, 124,901; Japan, 28,678, and Belgium, 15,831.

Twenty-nine of thirty-eight steamers in South American ports have arrived in Germany and are being repaired for delivery. The nine others have sailed for Germany, one being wrecked on the way.

WASHINGTON LETTER

(By Laurence Todd.)

A. F. of L. Calls Conference

Washington, Jan. 31.—To consider the "unusual conditions" with which the labor movement now must deal, the Executive Council of the American Federation of Labor has called an emergency conference of the executives of the 109 national and international unions affiliated with the A. F. of L., to meet here on February 23.

Unemployment, the "open shop" drive, anti-strike laws and court decisions tending to re-establish slavery in the United States, are the chief "unusual conditions" that now beset the path of the organized workers. What they want is a program of action. Over the items of that program, as they will be proposed by the conservative and the progressive elements in the conference, will wage a lively battle. Chances of the adoption of a positive program of immediate action on the industrial and the political field are fair; chances of the adoption of the Machinists' new policy of getting financial control in various minor branches of industry are good; chances of the re-affirmation of the Montreal declaration of the A. F. of L. in favor of public ownership and democratic operation of railroads are excellent.

Secretary Frank Morrison, in his official statement of the purpose of the conference, makes it merely defensive.

"The call for a meeting," he says, "is for the purpose of considering attacks now being made on the trade union movement. These attacks include attempts to establish the anti-union shop, wage reductions, anti-strike laws, compulsory arbitration, labor injunctions and a publicity that would mold the public mind to accept these backward steps.

"I believe labor will formulate a plan to expose the pretense of men who are only interested in cheap labor and a continuation of their profiteering policy. The trade union movement is alert to the forces against it, and proposes to act vigorously and courageously. Our opponents are mistaken if they imagine they have made the slightest progress in alarming the workers, or that they will humbly accept a policy of reaction.

"The proposed conference will consider the publicity and other methods of our opponents and it is quite possible that labor will launch an offensive movement against those who imagine they control practically every avenue of publicity."

But the railroad labor organizations and the other progressive elements in the Federation are not satisfied with simply resisting attack. They feel that labor has a long way to go, after the attacks cease, and that the best mode of defense, anyhow, is an attack and a rapid march forward into the enemy's country. Hence they propose that the conference shall consider a positive plan of securing industrial democracy, such as was endorsed for the railroad industry in the resolution adopted by 21,000 majority in the Montreal convention last June.

Timothy Healy, recent fraternal delegate from the A. F. of L. to the British Trade Union Congress, and president of the Stationary Firemen, was in Washington on Monday when this call was published. He said that it offered a great opportunity for the rank and file of the labor movement to "get rid of reactionary ideas," and to get together in a solid alignment, with all the liberal forces of the nation, to make the United States a safer place for human freedom and happiness. He predicted that "no reactionary program will go," when the conference meets.

Palmer's Mistake Exposed

Attorney-General Palmer assured the Senate Judiciary Committee this week that the country owes its security from "radicals" to his own foresight and vigor in arresting thousands of "reds," rather than to the conservatism of the labor leadership. Palmer was pitilessly grilled by Senator Walsh of Montana on his illegal methods of breaking down the small trade union strength in certain industrial centers, such as Pittsburgh, Butte and in New England towns. The lack of law or justification for his raids, and for the brutalities and terrorism practiced by Palmer's army of agents and spies, was made clear, as the Attorney-General admitted point after point. But Palmer insisted on one thing—that he had saved the country from revolutionaries, most of whom were active in the trade unions.

Samuel Untermeyer of New York, counsel for the Lockwood Committee which has uncovered the combinations of building contractors, building material men and the Brindell building trades clique, told a big audience of business men in New York the other night that Palmer was chiefly responsible for the whole graft scandal, as he had failed to try to enforce the law. He reviewed briefly Palmer's career in office and said that no department of the Government had ever needed so much to be investigated. That same day twelve eminent lawyers, including Jackson H. Ralston, counsel for the A. F. of L., filed a report with the Senate Judiciary Committee asking that, in view of Palmer's failure to deny more than half of the facts shown by them in their report on "Illegal Practices of the Department of Justice" in connection with his "red raid" and anti-labor activities, that the Senate order a thorough investigation into all the facts. They asked further that Congress enact legislation which would prevent, for the future, such violations of the rights and liberties of the people by public officials.

Point of View Differs

The Supreme Court, on Wednesday, listened to argument for and against the appeal of the Milwaukee Leader for restoration of its second-class mailing privilege. The question at issue was whether Solicitor Lamar or his chief, Postmaster-General Burleson, could permanently deny to a publisher the right to send a newspaper to subscribers in the usual way, simply because Lamar or Burleson disapproved of the kind of statements made in issues of this paper in the past. Questions from the bench brought out the point that Burleson claims the right to determine that a certain kind of newspaper, two years after the war, is non-mailable because it "obstructs recruiting." Burleson's enmity toward the labor movement might lead him at any moment to decide that the editorials in labor papers, for instance, were obstructing recruiting, and hence these labor journals should be thrown out of the mails.

In this connection the notice of all editors and of Mr. Burleson is called to a document sent to the big dailies by the Russian Division of our State Department, consisting of the proceedings and speeches at the Second Congress of the Communist (Third) International, at Moscow last July and August. It comprises 160 pages of Communist literature, most of it dealing with the breakdown of capitalist society. Just why the State Department should circulate at public expense this mass of material, many times "stronger" than the leaflets for the writing or scattering of which there are men and women now serving long sentences in American prisons, is a puzzle of politics. The document can be purchased from the Government Printing Office here.

Congress Not Affected

How Congress is jogging on, these days, while unemployment nears the 3,500,000 mark, is indicated by resolutions adopted recently by the Women's Trade Union League of the District of Columbia. Protest was made against Congress's failure to act on the Towner-Sheppard maternity nursing bill, the Curtis-Gard child labor bill for the district, the Gronna-Anderson bill for regulation of the meat packing monopoly, and the Nolan-Johnson $3 a day minimum wage bill for Federal employes. Protest was made also at the action of the House in seeking to limit the salaries of the expert staff of the Women's Bureau of the Department of Labor. In short, the organized working women found that Congress is running in high gear toward reaction.

Secretary-Treasurer William Green of the United Mine Workers of America has been here for two days, waiting to testify against the emergency clause in the Calder coal-control bill, before the Senate Committee on Manufactures. This emergency clause authorizes the President to take over and operate the mines and the coal-carrying railroads and ships, if he so determines, when there appears a threatened cutting off of the sufficient production or distribution of coal. Green, as spokesman for the coal miners and the railroad men in this matter, takes the position that organized labor should not be subjected in this fashion to an unlimited strike-crushing authority.

Senator Kenyon, one of the ardent backers of the bill, and who has, it is said, recently declared for the "open shop," admitted today that the bill might be construed as giving the power to prevent strikes. However, he argued, the workers ought to welcome it as a measure for reducing the price of coal.

* * *

The United Mine Workers' International announces that it stands behind the 24 West Virginia mountaineers who go on trial at Williamson, W. Va., on charges of first degree murder in connection with the battle with Baldwin-Feltz detectives at Matewan last May. Secretary Green stated here that "This trial is a direct result of the barbarous warfare waged on members of the United Mine Workers by the coal operators of Mingo county. And, so long as lives of our members are at stake, we intend to put at their disposal every means for establishing their inno-

cence of the charge. . . . The U. M. W. A. are determined to see justice done the locked-out miners of Mingo county. These men and their families were evicted from their homes for the 'crime' of joining the union. . . .

"Aggressive action against the rule of coal operators of Mingo county and of the Birmingham district of Alabama is now contemplated. The time has come for a show-down and we intend to force it. It is a case, in both districts, of workers endeavoring to free themselves from a system of peonage that has no place under our form of government."

INTERNAT'L SEAMEN PROGRESS

(Continued from page 2)

leaves behind a widow and minor children or minor children only.

If the enrolled person does not leave behind a widow or minor children, but a father over 65 years of age and absolutely disabled for work and a mother 50 years of age and disabled for work, or if the latter is a widow or separated from her husband by the latter's fault and has no other sons of age, or if it is made evident that the enrolled person was the only and principal and necessary support of both, they shall receive the same compensation which would have been paid if the enrolled person had left behind a widow only.

A common law wife of the enrolled person shall be considered equivalent to a legitimate wife, and illegitimate children borne by her shall be considered equivalent to legitimate children.

ARTICLE 15

Employment Office

The personnel for the crews of tugs in registering at the autonomous employment office for seamen shall be treated according to the regulations of this office.

ARTICLE 16

Enrolment

All the personnel of tugs of all kinds and groups shall for all legal purposes and under the conditions of the present contract of enrolment be as a rule enrolled in the harbor master's office.

ARTICLE 17

Each enrolled person shall declare his readiness to delinquish two per cent. of his pay, inclusive of supplements, to the shipowner, who shall be authorized to retain it.

This deduction shall serve to the shipowner as a guarantee that the enrolled person will comply with the obligations assumed. At the end of each quarter the said two per cent. shall, after deductions for the satisfaction of those debts for which the guarantee was retained have been made, be turned over by the owner to the Federation of Seamen and through the latter to its responsible secretary.

The money paid to the Federation of Seamen shall remain deposited with it for the account of the enrolled person, who may dispose of it as he thinks best, the shipowner being released from all responsibility.

The enrolled person declares that without prejudice to his rights of recession he authorizes the co-operative society Garibaldi to draw from the amount of pay coming to him the quota resulting from the schedule of wage rates in accordance with his rank.

For this purpose he authorizes the shipowner to retain the said quota and to pay it to the Garibaldi according to the rules stated in appendix No. 1.

The quota of two per cent. referred to in the present article shall be computed from the amount of pay and sustenance after deducting 20 per cent.

ARTICLE 18

Rates of Pay

(See Article 2)

The rate of the seamen shall be fixed at 720 lire for service rendered in port and within a radius of 50 miles, as per Article 1 of the contract of enrolment for the crews of tugs. If the tugs assigned to the service cannot return to their home ports in time that their respective crews may sleep at their homes each person of the crew shall be granted an allowance of five lire per night.

Basic pay of seamen belonging to the crews of tugs that are assigned to services behind the zone above indicated shall be 780 lire per month.

In addition the following monthly rates of pay shall be in force:

	Within the Zone.	Outside the Zone.
Ordinary seamen	720 lire	780 lire
Firemen	750 lire	810 lire
Trimmers		700 lire
Boys		550 lire
Apprentices (with 6 months of navigation and 6 months of other service)		500 lire
Cabin boys	320 lire	
Machinists	1000 lire	1325 lire
Boatswains and boatswain's mates		975 lire

The above rates of pay include also sustenance, the indemnity in accordance with the award of June 30, 1920, and all extras up until now granted.

ARTICLE 19

Minimum Size of Crews

Within the port and zone:

Up to 100 H. P. Indicated (3)

Deck officer, engineer and boy.

From 101 to 300 H. P. Indicated (5)

Deck officer, engineer, fireman, seaman and boy.

Outside the zone:

From 250 to 400 H. P. Indicated (7)

Deck officer, engineer, two firemen, two seamen and one boy.

From 401 to 550 H. P. Indicated (8)

One deck officer, engineer, two firemen, one trimmer, two seamen and one boy.

From 551 to 750 H. P. Indicated (13)

Deck officer, engineer, boatswain, boatswain's mate, three firemen, three seamen, two trimmers and one boy.

N. B.—The size of crews of those tugs the crews of which are larger than the minimum crews shown in the preceding table shall remain unchanged.

Transitory Conditions

Minutes of the meeting of October 29, 1920:

The representatives of the Seamen's Federation, believing that the contract agreed upon shall be valid for all Italian tug boats, requests an explicit declaration in that sense from the representatives of the shipowners.

Mr. E. V. Parodi, who also believes that the request of the representatives of the Federation is correct and legitimate, declares that the resolutions adopted by the commission charged with the drafting of the uniform contract of enrolment for tug boats, although of a general character, do not bind the shipowners of Venezia Giulia.

The representatives of the Seamen's Federation take notice of this declaration and reserve themselves to obtain ratification also by the shipowners of Venezia Giulia.

In the case of the company "Elba," it has been agreed upon that for all tugs the port of Ferraio shall be considered the home port (see indemnity of five lire per night in Article 7).

Minutes of the meeting of June 25, 1920, held in the rooms of the Federation of Independent Shipowners of Genoa (Salita S. Caterina 4):

Present—Messrs. Ferrari, Puri and Pescetto, representing the shipowners.

Present—Mr. U. Poggi, Capt. Gauthier and Mr. Vassalo, representing the Seamen's Federation.

There were also present at the meeting Engineer Belleni, Engineer Fontini, Capt. Cav. Roncallo and Mr. Tantardini, in their capacity of experts called in by the commission.

After lengthy discussions it was agreed to begin drafting a uniform enrolment contract for tugs, taking thereby into account contracts now in force and those proposed by the Seamen's Federation.

For the performance of this work this commission will probably be convened to Rome simultaneously with that convened by the Ministry for July 13, for the purpose of dealing with the personnel of dredges, transport barges, steam dredges and all other floats for local use. This will be done in case it is impossible to make arrangements that the Government commission should sit in Genoa.

The Seamen's Federation is requested to interest itself that this be done.

T. FERRARI,
A. PESCETTO,
A. PURI,
U. POGGI,
P. GAUTHIER,
F. VASSALO.

Genoa, June 25, 1920.

Minutes of the meeting of October 26, 1920, held in the rooms of the Federation of Independent Shipowners of Genoa (Salita S. Caterina 4):

Present—Mr. A. Puri, Capt. Dian and Mr. Pesetto, for the shipowners; Engineers Bitto and Badino, as experts; Messrs. U. Poggi, Lercari and Vassallo, for the Seamen's Federation, and Messrs. O. Ridi and D. Ciechi, as experts.

In order to regulate retroactivity it has been resolved:

1. That for the period between January 1 and June 30, 1920, each individual who has shipped within that period shall be granted the difference between the pay actually received and that allowed by the new enrolment contract, after deduction of the award Massone.

2. That for the period between January 1 and June 30, 1920, with respect to overtime work performed, they shall be paid also for that performed nights and on holidays, the difference between the compensation fixed in the old contract and that fixed in the new contract for overtime work performed during daytime.

3. That for the period subsequent to July 1, 1920, they shall be paid the integral difference between pay and overtime work compensation on the basis of the rates actually in force, with consideration, however, of the difference between the rates for work in daytime and of those for holiday and night work.

4. The new contract shall become applicable in all its parts with November 16, 1920. It is, therefore, resolved that during the period preceding that date all retroactive difference shall be regulated and settled in conformity with the above resolutions.

Genoa, October 26, 1920.

A. PURI,
CAV. DIAN,
MR. PESCETTO,
ENGINEER BITTO,
ENGINEER BADINO,
For the Shipowners.
MR. U. POGGI,
MR. GAUTHIER,
MR. VASSALLO,
MR. LERCARI,
MR. O. RIDI,
MR. D. CIECHI,
For the Federation.

Genoa, Oct. 29, 1920.

To the gentlemen representing the shipowners and the commission for the drafting of contracts of enrolment, for the personnel of tugs, dredges, steam dredges, pontoons, etc.

We beg to inform you that it seems indispensible that the commission appointed by the shipowners which now has finished drafting the contract relating to the personnel of tugs shall immediately discuss and deliberate improvements to be granted to the personnel of dredges, pontoons, steam dredges, etc.

The personnel of these floats has hitherto abstained from any agitation, the Seamen's Federation having promised to investigate their condition for the purpose of improvement immediately after the contract for tugs has been drafted.

If the Seamen's Federation should be placed by the shipowners in the position of not being able to keep the promise made by it to the interested personnel it declares that it will not be able to predict what illegal movements this same personnel will shortly initiate owing to the desolate economic and moral conditions under which it has been employed for too long a time.

Respectfully,

U. POGGI,
G. LECARI,
D. CIECHI,
F. VASSALO,
O. RIDI.

The communication and agreement were referred to the Committee on International Relations.

BEATING US TO IT

Great Britain lost little time in taking over the large fleet of German sailing craft allocated to her under the terms of the armistice, which ships have been sheltered in various South American harbors on the Pacific since they interned in 1914. Details of this British activity reached local shipping circles and caused profound surprise because of the secrecy of the maneuver.

Over twenty-five big German sailing vessels have been taken from Valparaiso, Iquique and Callao, in Peru, and towed back to England during the past few months.

Like those German ships now at Santa Rosalia, Mexico, this fleet awarded Great Britain were considered the "cream" of the German sailing merchant marine.

Last October the British tugs began their towing of the vessels around Cape Horn and up the Atlantic. Firteen large deep sea towing tugs and over ten British naval destroyers participated in this vast movement of vessels. All the vessels were badly in need of reconditioning and are now being turned out of the British drydocks in first-class shape, ready to enter the various trades under British flags for world competition.

The idea that compulsory arbitration laws encourage the organization of the workers amounts in fact to the paradox of organizing the workers for the primary object of destroying the very power that makes organization itself worth while.

WEEKLY NEWS LETTER.

(Continued from Page 3)

pay three men $5,000 a piece to handle about two disputes a month.

There has been so much politics connected with the board, and such friendship to corporations when they asked for increased rates, that the hard-headed legislators, above referred to, declare that the whole outfit should be probed.

There has been a complete change of sentiment in this State toward the governor's legislation. Less than a year ago he was hailed as the savior of the country, and was given much publicity in his nation-wide campaign for this handcuff legislation, while he hoped that the Vice-Presidential nomination, or possibly President, would be handed him.

Kansas was surely on the map those days, but now many persons who would not listen to trade unionists agree that the toy balloon has bursted. Business men are disgruntled because telephone rates have been raised and they and other citizens are growling because gas rates are higher, while nothing is being done to curb the profiteers.

Cheat Helpless Girls

City officials of Dayton, Ohio, recently uncovered a contemptuous piece of grafting on unorganized girls who strip tobacco in a non-union concern. The girls became suspicious that they were short-weighted, but were afraid to protest. A hint was dropped to the city sealer who made an unexpected visit to the factory and tested the weighing machine. He found that the girls were robbed of four pounds every time they stripped an alleged 20-pound bundle. If each girl stripped four bundles a day the company stole 1,120 pounds.

The company is a strong advocate for "free and independent" workers and insists on "the right to run its own business."

Next War in Air

Great Britain is ready to forego the further construction of battleships and enter an agreement for disarmament because she recognizes that further supremacy in warfare lies in control of the air, is the view of Brigadier-General Mitchell, according to a Washington newspaper. This officer is assistant chief of the United States air service.

The officer pointed out that in none of the pleas from England about disarmament is reference made to restrict the development of air warfare.

"England is basing her policy today on the realization that aircraft can carry bombs sufficiently powerful to destroy the largest warships afloat," he said. "Proceeding from this premise she is working on the point where airplanes, or lighter-than-air machines, can be operated efficiently from the sea."

It makes no difference from the standpoint of war plans, according to General Mitchell, whether battleship construction is increased or decreased, "because the day is coming when surface fleets will be at the mercy of fleets in the air."

Similar views are expressed by Captain Thomas T. Craven, head of naval air service, who declares that it is the belief in England that the airplane will be the dominating factor in another war.

Strikes in Australia

Anti-strike legislation in Australia and its various States has not stopped strikes, according to figures made public by G. H. Knibbs, commonwealth statistician.

In 1913 the number of strikes in the entire commonwealth totaled 208, involving 921 establishments; in 1914, 337 strikes in 1,203 establishments; in 1915, 358 strikes in 942 establishemnts; in 1916, 508 strikes in 1,536 establishments; in 1917, 444 strikes in 1,941 establishments; in 1918, 298 strikes in 1,154 establishments, and in 1919, 460 strikes in 1,713 establishments.

The record for the first quarter of 1920 is 119 strikes in 623 establishments. If this proportion prevails throughout the year it will be found that all records are broken, with 476 strikes in 2,492 establishments.

Many Unemployed

The cry for "greater production" has been forgotten in the face of the most extensive unemployment in Massachusetts since the State Department of Labor and Industries began compiling this data in 1908. The department announces that returns from 1,027 unions, representing 199,022 members, show that 57,425, or 28.9 per cent., were idle the last of December. This is the highest percentage of unemployed ever recorded by the department and shows constant gains during the last few months. In June, 1920, the unemployed constituted 18.8 per cent. of the workers enrolled in labor unions, and in September the percentage had jumped to 19.3.

BETTER AMERICA FEDERATION BARRED FROM SCHOOLS

(Continued from Page 7)

It's Propaganda, Says Board

"'Unquestionably the pamphlet is designed to spread a particular doctrine or system of principles, and therefore comes under the head of propaganda. This is admitted in the pamphlet. If the pamphlet is partisan propaganda, its distribution is absolutely prohibited by law. Any publication is partisan whose purpose is to secure adherence to a party or faction, or to repel adherence to a party or faction. An examination of the pamphlet shows clearly that one of its purposes, among others, is to secure adherence to a particular faction opposed to government ownership of public utilities. It is not, as its distributors maintain, merely an impartial discussion of the preamble of the Constitution of the United States.

"'The following quotations may be cited:

"'(1) Your students can help in the great fight that must be made against communism, State socialism, and all the other "isms" of the agitators.

Discuss Public Ownership

"'(2) There are other groups who want our government to go into private business just to a limited extent, but we will find that if we let down the bars of our Constitution and permit our government to enter into private business in this line and that line, the agitators will accentuate their activities and we will constantly be compromising by turning over more and more of the private business to the government.

"'The question of State ownership of public utilities is clearly a partisan question, as is also the question of socialism. This board is therefore of the opinion that the pamphlet in question contains partisan propaganda and must be excluded from the public schools of the State.

"'In taking this action, the board is guided by a precedent established over a year ago.

"'At that time charges were made that radical propaganda was being circulated in the public schools. Immediately the board ordered an investigation, which failed to substantiate the charges, except in one or two instances. In such instances the credentials of teachers spreading such propaganda were revoked. The board has always stood firmly and will continue to stand firmly, upon the principle that the public schools shall not be made a battle ground for the settlement of partisan questions.'

"Liberal-minded people are now on the lookout for the new type of sheep's clothing our old acquaintance, 'The Commercial Federation of California,' will next don!"

The attitude of the State Federation of Teachers towards these attempts at deliberate mischief is striking evidence of their intelligence and patriotism. It is perhaps the best expression of their excellent worth that could be given. The proprieties of the action taken by the State Board of Education is highly commendable, due to the fact that it assures protection of our youth from deceptive influences.

Every possible safeguard should be placed around the development of the "young idea" in our schools, in order that our future generation will be endowed with the highest ideals of citizenship. Freedom of the receptive young minds from corrupting suggestions is one of the essentials to the welfare and glory of our nation. We appreciate to the fullest extent the value of services rendered at this time by the State Federation of Teachers in California.

WANT BOOKS OPENED

Paper Handlers' Union No. 1 of New York, suggested to the arbitration board that is considering its wage demands that the books of commercial shop employers be opened.

The employers' representatives on the board did not object to the plan if it included all employers rather than be confined, as the workers proposed, to employers doing a business of $100,000 a year.

The employers stated that their national organization recently completed a survey of nearly 800 printing plants in this city at a cost of $20,000. The work required three months with a staff of 20 accountants. The report showed that the printing industry is highly competitive and is 40 per cent. overequipped. The overequipment is necessary, it was explained, because of the requirements of the patrons for work on short notice. The employers informed the arbitration board that it could have access to the original data obtained by the accountants in that survey, which, they said, while not complete, was better than the partial survey proposed by the union.

MINERS DEFEND MOUNTAINEERS

The twenty-four mountaineers charged with first degree murder at Williamson, W. Va., will have the complete support, moral and material, of the United Mine Workers of America, according to a recent announcement by William Green, national secretary and treasurer of the organization.

The trial is the result of a sensational gun battle in the main street of Matewan on May 19th last, which resulted in ten deaths, including the mayor of the city and seven Baldwin-Feltz guards. The fight is said to have had its origin in the attempts of the guards to arrest Sid Hatfield, chief of police of Matewan. Hatfield, a descendant of the feudists of Hatfield-McCoy fame, is the most prominent in the group of defendants, which includes special police deputies of Matewan and members of the Miners' Union.

In his statement Mr. Green declared:

"The United Mine Workers of America are prepared to afford full support, both moral and material, to the twenty-four defendants in the murder trial at Williamson, W. Va. This trial is a direct result of the barbarous warfare waged on members of the United Mine Workers by the coal operators of Mingo county. And, so long as lives of members of our organization are at stake, we intend to put at their disposal every means for establishing their innocence of the charge. The court, of course, will determine their fate, but we will offer the defense every facility in our power.

"The United Mine Workers are determined to see justice done the locked-out miners of Mingo County. These men and their families were evicted from their homes for the 'crime' of joining the union. The operators employed professional gun men to hasten the eviction. We are insistent that the use of gun men in West Virginia mining areas shall cease. It is time that a republican form of government, as ordained by the Constitution, should be restored in Mingo County and the arbitrary rule of the coal barons brought to an end.

"Today there are many of these evicted miners and their families living in tents on the bare ridges of Mingo. They are enduring hardships unparalleled in the history of American industrial warfare. But they will not return until the operators recognize the government-proclaimed principle of collective bargaining. The organization is supplying them with food and clothing, but is helpless to abate in any great degree the rigors of winter in the tent colonies.

"Aggressive action against the rule of coal operators of Mingo County, W. Va., and the Birmingham district of Alabama, is now contemplated. The time has come for a show-down and we intend to force it. The situation in both areas has nothing in common with the average industrial dispute elsewhere in this country. In both districts it is a case of workers endeavoring to free themselves from a system of peonage that has no place under our form of government."

NEIL BURKINSHAW.

Being in a ship is being in jail, with the chance of being drowned.—Sam'l Johnson.

GERMAN SWEDISH TRADE

Consul Walter H. Sholes, writing from Goteborg, Sweden, states:

Advertising columns of newspapers in western Sweden show unmistakable signs of a reviviscent Germany. The leading newspaper of Goteborg recently appeared with a half-page advertisement of various German manufacturers desirous of a resumption of Swedish-German trade relations. In less than a month these advertisements were augmented and now occupy nearly two pages of this newspaper, which has a national circulation in Sweden.

An examination of these advertisements discloses that Germany appears to be in a position to export the following articles:

Steel-thread mattresses; water-pipe armatures and electrotechnical mountings; plated silverware; machinery for the manufacture of tin cans and covering devices for glass jars; household utensils; wagons, carriages and automobiles; boring machines; marble cutting and sharpening machinery; automobile supplies; furniture; beveled-glass mirrors; metal and lacquered goods of all kinds; artificial silk scarfs and shawls; brush and coal clamps; plumbing supplies; dynamos; brass bands, steel plates, and zinc plates; shoe laces and findings; iron strips, steel wagons, switches, and rails; corset and linen trimmings; graphite; typewriters; clothing and laces (cotton and silk); hats; lead pipes and sheets; pottery; general electrical fixtures; valves and water cocks; hoop iron and steel strips 200 mm. in width, cold rolled, polished and unpolished, annealed, also lead-covered and galvanized; wickerwork furniture; paper boxes and containers; curtains; screw-nut boring devices; porcelain; steel springs of all kinds; kid and goatskin gloves; shoemaker findings; compound steam engines.

Conditions of the German railroads appear especially favorable, as it requires only 10 or 12 days for delivery of freight in all parts of Sweden from Germany by way of the Sassnitz-Trelleborg ferry. It is of interest also to know that American cotton is being shipped to Germany and Austria and is being delivered at the mills within 14 days after its departure from Goteborg. Finished products are received from Austrian mills quite as expeditiously. This condition, together with Germany's gradual resumption of trade with Sweden, has caused no little uneasiness in Swedish manufacturing circles, and demands for higher tariffs are heard on all sides. That this agitation for protective tariff duties will result in a higher tariff in Sweden seems certain.

The prospective competition with German houses will doubtless be felt by American and British exporters who have dominated this market for the past few years.

Swift & Company, meat packers, announce that dividends amounting to $12,000,000 have been paid stockholders the last fiscal year. The company also set aside as surplus a comfortable sized nest egg that totaled $5,170,382.45.

The various plans suggested to remedy the housing shortage have but one drawback—you can't move people into castles in the air.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
HOBOKEN, N. J. ..... 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
D. J. GEDDES, President
NEW HAVEN, Conn. ..... 13½ Collis Street

LAKE DISTRICT

SAILORS' UNION OF THE GREAT LAKES
Headquarters:
CHICAGO, Ill. ..... 355 North Clark Street
PATRICK O'BRIEN, Secretary
THOS. A. HANSON, Treasurer
Phone State 5175
BUFFALO, N. Y. ..... GEORGE HANSEN, Agent
55 Main Street. Phone Seneca 5588
CLEVELAND, O. ..... E. J. SULLIVAN, Agent
1469 W. Third Street
MILWAUKEE, Wis. ..... CHAS. BRADHERING, Agent
162 Reed Street. Phone South 598
DETROIT, Mich. ..... K. B. NOLAN, Agent
44 Shelby Street. Phone Cherry 342
ASHTABULA HARBOR, O. ..... J. W. ELLISON, Agent
74 Bridge Street
NORTH TONAWANDA, N. Y. ..... J. MURPHY, Agent
122½ Main Street. Phone 890
CONNEAUT, O. ..... W. J. WILSON, Agent
992 Day Street

MARINE FIREMEN, OILERS, WATERTENDERS AND COAL PASSERS' UNION OF THE GREAT LAKES
Headquarters:
BUFFALO, N. Y. ..... 71 Main Street
THOS. CONWAY, Secretary
ED. HICKS, Treasurer
Phone Seneca 48
CLEVELAND, O. ..... 1012 Superior Avenue
Phone Main 866
MILWAUKEE, Wis. ..... 162 Reed Street
Phone South 598
DETROIT, Mich. ..... 44 Shelby Street
Phone Cadillac 543
CHICAGO, Ill. ..... 332 N. Michigan Avenue
Phone Central 8460
NORTH TONAWANDA, N. Y. ..... 122½ Main Street
Phone 890 P. J.

MARINE COOKS AND STEWARDS' UNION
Headquarters:
BUFFALO, N. Y. ..... 35 West Eagle Street
J. M. SECORD, Secretary
Telephone Seneca 896
CHICAGO, Ill. ..... 355 N. Clark Street
CLEVELAND, O. ..... 308 West Superior Avenue
MILWAUKEE, Wis. ..... 162 Reed Street
ASHTABULA HARBOR, O. ..... 74 Bridge Street
SOUTH CHICAGO, Ill. ..... 3308 E. 92nd Street
CONNEAUT HARBOR, O. ..... 992 Day Street
TOLEDO, O. ..... 618 Front Street
NORTH TONAWANDA, N. Y. ..... 122½ Main Street

PACIFIC DISTRICT

SAILORS' UNION OF THE PACIFIC
Headquarters:
SAN FRANCISCO, Cal. ..... 59 Clay Street
VANCOUVER, B. C. ..... P. O. Box 571
TACOMA, Wash. ..... 2016 N. Thirtieth Street
SEATTLE, Wash. ..... 84 Seneca St., P. O. Box 65
ABERDEEN, Wash. ..... P. O. Box 280
PORTLAND, Ore. ..... 88½ Third Street
SAN PEDRO, Cal. ..... P. O. Box 67
HONOLULU, H. T. ..... P. O. Box 314

MARINE FIREMEN, OILERS AND WATERTENDERS' UNION OF THE PACIFIC
Headquarters:
SAN FRANCISCO, Cal. ..... 58 Commercial Street
SEATTLE, Wash. ..... 1016 First Avenue, South
P. O. Box 875
PORTLAND, Ore. ..... Room 21, Ainsworth Building
SAN PEDRO, Cal. ..... 613 Beacon St., P. O. Box 574

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST
Headquarters:
SAN FRANCISCO, Cal. ..... 42 Market Street
SEATTLE, Wash. ..... Room 203, Grand Trunk Dock
P. O. Box 214
PORTLAND, Ore. ..... 98 Second Street, N.
SAN PEDRO, Cal. ..... P. O. Box 54

ALASKA FISHERMEN'S UNION
Headquarters:
SAN FRANCISCO, Cal. ..... 49 Clay Street
SEATTLE, Wash. ..... 84 Seneca St., P. O. Box 42
ASTORIA, Ore. ..... P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC
Headquarters:
SEATTLE, Wash. ..... 84 Seneca Street
SAN FRANCISCO, Cal. ..... 49 Clay Street
VANCOUVER (B. C.), Canada ..... 437 Gore Avenue
PRINCE RUPERT (B. C.), Canada ..... P. O. Box 1675
KETCHIKAN, Alaska ..... P. O. Box 201
PETERSBURG ..... Alaska
UNGA ..... Alaska

UNITED FISHERMEN OF THE PACIFIC
ASTORIA, Ore. ..... P. O. Box 138

FERRYBOATMEN'S UNION
C. W. DEAL, Secretary
SAN FRANCISCO, Cal. ..... 166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

BRITISH COLUMBIA STEWARDS' UNION
FRED WALSH, Secretary
VANCOUVER, B. C. ..... 311 Hastings Street, West
Room 2. Phone Seymour 3976

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Deck Street, Bellingham, Washington

Labor News

At Youngstown, Ohio, carpenter contractors and Carpenters' Union No. 171 have renewed last year's wage agreement.

Reports from San Diego, Cal., reveal serious conditions of unemployment. There are over 4000 unionists out of work in the city.

The building trades strike that has been waged at Lamar, Col., for several months past has been settled with restoration of full union conditions.

Another handcuff law, patterned after the Kansas anti-strike law, was introduced in the State Legislature of Oklahoma by Senator Leedy, in spite of the fact that such legislation has been denounced by Governor Robertson

The Ladies' Garment Workers' Union of Toledo, Ohio, has signed a contract with the Conde Manufacturing Company and the Alexander Black Cloak Company. The 44-hour week is agreed to and the minimum rate will be $44 a week.

More than 100 members of organized labor were elected to National and State lawmaking bodies and to State offices, so far reported to the A. F. of L. non-partisan political campaign committee. Of these, 15 are Congressmen and 63 are members of State Legislatures.

Seven locals of the International Ladies' Garment Workers' Union of New York, have voted to strike against dress and waist manufacturers there who refused to sign a new agreement with employes. Officials of the union declared the strike would affect 25,000 workers.

Attempts to stop the International Ladies' Garment Workers' Union from holding mass meetings at Garfield, N. J., have been defeated. There are about 1000 workers employed in this industry who suffer under lower conditions than in other parts of New Jersey.

At Ann Arbor, Mich., building trades unions stopped a 10 per cent. wage reduction by the University of Michigan. The unionists notified the superintendent of buildings and grounds that no member of organized labor would be permitted to work there under the new order. The superintendent modified the order as far as unionists are concerned, and said it would only apply to the unorganized.

A strike of workers in the building trades at Boston, Mass., January 20, halted operations on all construction work in which members of the Building Trades Employers' Association were interested. The United Building Trades Council said that 7000 of its members quit; that 4000 others were idle for lack of work, and that 17,000 were at work under wage agreements with contractors calling for continuation of the old basic wage scale of $1 an hour for journeymen.

By arrangements between officials of the building trades unions and representatives of the contractors and builders of the Bay cities, all future disputes arising in the industry will be referred to a board of arbitration. The board consists of Archbishop E. J. Hanna, Ex-Justice of the State Supreme Court Max C. Sloss, and George L. Bell, industrial consultant. The first action of the board will be an investigation of existing wage demands in San Francisco and Oakland. Each side will bear equal expense of arbitration proceedings.

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Abolin, K.
Andersen, E. A. -1410
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Barentes, Joe
Ballah, Lee
Berg, H. J.
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Belmont, Joe
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Bingham, Dexter
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Hoopes, Bill
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Jorgensen, Adrian
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Leason, J. A.
Liliquest, Rudolf
Martinsen, Ingvald
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Sverdrun, Walter
Symons, W. A.
Thorn, Arvid
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Vilen, I.
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Anderson, E. F.
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Blankstrum, P.
Bradsbury, Geo.
Cartane, Jose
Carman, P.
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Dean, Jas.
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Hanson, Oscar
Janson, John
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Lepp, Alex.
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Keenan, Thomas
Lundgren, Karl
Marshall, E. M.
Makinen, Kano
Mates, N. E.
Mitteminen, John
O'Brien, Jonas
Nilsson, Axel
Robinson, Lawrence
Sarin, C.
Solberg, Bernt P.
Weber, Fred C. Package
Hansen, H. O.

INFORMATION WANTED.

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

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INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Portland, Or., Letter List

Adams, Hugo
Ahlstrom, Kilian F.
Ahlstrom, Ellis
Ahren, Wm.
Allen, W.
Allison, Benjamin
Amundsen, Albert
Andersson, Axel
Anderson, J. A.
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Holstein, W.
Heglund, Sigurd
Holm, Olaf
Hanson, Archie
Hamilton, Walter
Haddon, Fred
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The actual cost of publication is 65c. The price is $1.00 in single copies. In orders of ten, a discount of 10% is allowed. In lots of twenty 20% is allowed, in lots of twenty-five 25% discount, in lots of one hundred 30% discount. In other words, in lots of one hundred there is 5% to cover cost of shipment.

The author, Silas B. Axtell, Attorney for the International Seamen's Union of America, in nine fights before the Supreme Court of the United States to enforce the Seamen's Act, Attorney for the Seamen's, Firemen's and Cooks' organizations in innumerable legal battles, is the leading authority on the law pertaining to seamen.

There are only 2000 copies of this book to be disposed of. They are going at the rate of 250 per week by mail order alone.

This is what Harry Olsen, who initiated Mr. Axtell into the Sailors' Union of the Pacific before he went on board the "West Calumb" as ordinary seaman in September, 1919, says:

"Your book, 'Rights and Duties of Merchant Seamen,' ought to be in the hands of every seaman. Knowing the law would settle a good many disputes which now arise. I will do my best to further the sale of the book and to start with I enclose P. O. Money Order for $20.00 for which kindly forward twenty books as soon as you can."

The following is quoted from a letter just received from Frank Manning, an American Seaman, who met with a serious accident on board an American ship. After stating the facts in his case and asking for assistance and advice, he says:

"Orunds Hospital, Copenhagen, Denmark, October 27, 1920.

"As I am not up in the Maritime Law whatever and do not pretend to know the least thing about it, it is no good for me to get into any arguments over here with these people because an uneducated person cannot cope with them. Well, Mr. Axtell, hoping to hear from you and hoping this finds you in good health, I am

"Respectfully yours,

FRANK MANNING,
Copenhagen, Denmark."

Every seaman should have one of these books, "Rights and Duties of Merchant Seamen."

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Harnick, Julius
Hunter, W. E.
Isaksen, J.
Jensen, Marius
Johnson, Tom
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Home News

During the year the output of American shipyards comprised 1,783 vessels of 2,860,725 gross tons, officially numbered by the Bureau of Navigation, Department of Commerce.

The number of persons employed in industry the first of this month numbered 3,473,466 less than a year ago, the Department of Labor's employment service announced on the basis of a first nation-wide survey.

Resolutions have been passed by the U. S. Shipping Board recommending for adjustment or disposition, claims arising out of wooden ship contracts; also dealing with prompt settlement of contracts cancelled.

In order to supply China with needed kerosene the Standard Oil Company has found it necessary to operate a fleet of tankers to that country on regular schedule. The latest steamer added to this fleet is the "Algonquin," which left San Francisco for San Pedro to load 3,500,000 gallons of coal oil for the Orient.

A Consulate of the Czecho-Slovak Republic has been established in San Francisco at 244 Kearny street. The Consular district covers the Pacific Coast States, Hawaiian Islands, Alaska and the Philippines. The following officials compose the Consular staff: Engineer, Wenceslaus Masek; agricultural attache, John Kottland; technical attache, Miss Adeline Strecha.

At Toledo, Ohio, soup kitchens have been established to relieve the distress of the city's vast army of unemployed. A day's report of the Social Service Federation showed 2000 men without breakfast, pleading for work. Some of the applicants had as many as eleven children at home unable to contribute to their own support. Many of the men came with worn-out shoes, and clothes so ragged as to expose them to the cold.

The low-wage policy of the government is driving a great number of its most efficient employees out of the Federal service. A list has been compiled by the Bureau of Labor statistics of those who have been forced to seek other means of obtaining a living owing to the high cost of living. The Bureau of Labor statistics points out that the Government can not afford to assume that because 30 years ago a given salary would attract an abundance of workers of at least average ability it will continue to attract and hold them when both the cost of living and the salary level outside have risen conspicuously.

With the arrival at San Francisco of the 12,000-ton tanker "Swiftsure," of the Swiftsure Oil and Transportation Company, it is announced that six sister tank steamers of this company are to follow as rapidly as they are completed. They are the "Swiftarrow," "Swiftstar," "Swiftwind,' "Swifteagle," "Swiftlight" and "Swiftking." Designed by Cocks & Stevens and built at the plant of the Northwestern Bridge and Iron Company in Portland, they represent the very latest in tank steamers. Each will load fuel and supplies before proceeding to Tampico, whence they will be operated in the Atlantic oil trade. Capt. George Bridgett, port captain for the company, is to put the new ships in commission.

Domestic and Naval

The much-heralded steamship "Creole State" has arrived in San Francisco after a nineteen-day trip from Baltimore. The passenger list was extremely small and almost entirely composed of tourists coming west for the winter season.

Shipping and business interests at San Francisco are behind the fight of Fire Chief Thomas R. Murphy to secure from the present Legislature restoration to service of the two fire tugs now tied up because of lack of funds. "If the port is to develop into a great world port every protection from fire hazard must be given to overseas trade."

Admiral W. H. Bullard, Director of the Naval Communication Service, in a paper read before the Franklin Institute, Philadelphia, recently, said wireless telegraphy was making navigation simple and safe. "There will be a time when ships will be without chronometers and will be in constant wireless touch with New York until they reach the British Channel," said Admiral Bullard. "This is not a dream: it is near at hand. The depth of water under the ship can now be accurately determined by the hydrophone, which works on the reflection from the ocean bottom of the sound of the ship's propeller. By this device shallow water can be avoided."

The Transportes Maritimos do Estado of Portugal will shortly inaugurate two navigation lines to South America. One of the lines will offer passenger service as well as freight service to the ports of Amazonas, and its itinerary will be as follows: Hamburg, Antwerp, Havre, Vigo, Lisbon, Funchal, Para, and Manaos, returning to Hamburg by the same route. Other ships, carrying cargo alone, will go from Para to Maranhao, Parahyba and Ceara. The second line will begin also at Hamburg and will end at Buenos Aires, with the following stops: Antwerp, Havre, Vigo, Lisbon, Funchal, Pernambuco, Bahia, Rio de Janeiro and Santos. The steamers destined for this service have luxurious accommodations.

According to advices from Panama under date of January 20, the Atlantic fleet has passed through the Panama Canal and joined with the ships of the Pacific. The combined fleets will leave Panama Saturday for Callao and Valparaiso. Both the United States Atlantic fleet and the seaplane division attached to it, arrived at Colon, the seaplanes completing a 700-mile flight from Quantanamo, with two intermediate landings, which was marred by only one forced descent. The flyers preceded the warships by several hours. During the flight from Kingston to Old Providence Island, about 200 miles off the Nicaraguan coast, one of the seaplanes came down in Serano Kay, and was escorted on to the canal by the tender "Sandpiper." Plans provide for departure of the warships from Panama southward, the fleets to meet as a combined fleet until January 29, when the Atlantic fleet will head for Callao, and the Pacific fleet for Valparaiso, the date set for the arrival of each at its port being January 31. Each fleet will sail again February 5, the two joining forces on February 7 for battle maaneuvers and arriving at Panama February 16. The separation of the two fleets will occur February 23.

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Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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NOTICE

The Sailors' Union of the Pacific is conducting a training school in marlinspike seamanship during the winter months only at Room 4, No. 9 Mission Street. Young members who need some practice, and older members who want to brush up, should take advantage of same. Competent instructor on hand. Open to members only.

INFORMATION WANTED

F. Friberg, Albert Rundstrom, V. Tommala, Emil Lundquist, Karl Rinto and J. Ostergeer, please call upon J. T. Smith, Room 411, 112 Market street. 1-19-21

Rudolf Knutsson is anxious to ascertain the whereabouts of his brother, J. Harvid Knutsson, a native of Trellerborg, Sweden, age 20, last heard from in New York, in April, 1918. Please address his brother, care Sailors' Union of the Pacific, 59 Clay street, San Francisco, Calif. 1-7-20

Crew of the S. S. "Wasco," which signed on at New York March 19th and were discharged and arrested at the Cape Verde Islands about October 19th, will be good enough to report or communicate with the undersigned. The trial of some of the crew will come up shortly and I should like to join as many of the crew as possible in their action.—S. B. Axtell, New York, N. Y. 3-4-20

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Coffee and Lunch House
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— and —
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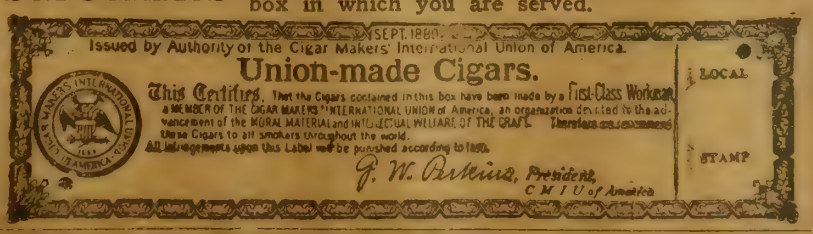
SMOKERS See that this label (in light blue) appears on the box in which you are served.


News from Abroad

The President of Brazil has signed a decree reorganizing the Lloyd Brazileiro. The government will retain about 80 per cent. of the stock and offer the balance to public subscription.

The Syndicalist and Communist efforts to bring about a general strike in the Rhineland and in Westphalia have been voted down by the workmen's representatives. The partial operation of some idle plants was begun immediately.

According to a cablegram from Consul General D. I. Murphy, Stockholm, the Swedish Government has imposed a prohibition against the importation of coffee for an indefinite time. The decree became effective from January 12, 1921.

Local offices of the East Asiatic Company announce that the motorship Asia of that line had been selected to make the next sailing from Scandinavian ports for the Pacific Coast. The vessel, it is said, will leave Copenhagen about February 10.

Twenty-two Japanese sailors who arrived at Aparri, a port in North Luzon January 19, report the sinking of the "Sakura Maru" twenty miles off the coast. The coast guard cutter "Midget" was ordered to the scene to pick up any of the remaining passengers and crew surviving.

Trains are arriving daily in Danzig loaded with artillery supplies, bomb-throwers and ammunition for the Polish army, according to wireless reports from Moscow. The Polish army, the dispatch adds, is hurriedly being organized under the direction of French officers.

According to word from Shanghai, received at the marine department of the Chamber of Commerce, Japan is considering the abrogation of import duty on timber and metal used in shipbuilding in order to put the Japanese shipbuilder on the same footing with those of the rest of the world.

The American and German Ministers dined at the same table recently at the Hague, when the Queen gave a state dinner to the heads of the diplomatic missions. It is noteworthy that this is the first time since the war that the representatives of these two countries have appeared under such circumstances.

Famine is officially declared to exist in one of the districts of India, while there is a food scarcity in many other districts as the result of lack of winter rains for the crops, it has been announced by the India Office at London, England. More than 77,000 persons are already receiving relief.

The citizens of Vienna, Austria, have demanded death penalties or whipping-posts for profiteers. The chief of the technical trades unions declared: "We have guns at hand. We warn you that from January 20 we will be beyond the law and will act without pity for profiteers. If you must make an example, you must choose millionaires and not the little felows." He also demanded a plebiscite on the question of fusion with Germany as of March 1. Professor Wolkan, representing the salaried classes, cried: "Austria is dead; long live Germany." A demonstration, considered by the police as an ugly augury, was held in the hotel district. Crowds paraded back and forth shouting threats against profiteers. A strike of postal employes now affects three-quarters of the employes.

With the Wits

"I put a $5 bill in this dictionary and now I can't find it anywhere."

"Did you look among the V's?"

"Were you trying to catch the train?"

"Oh, no; I merely wished to chase it out of the station!"

Friend—How long did they regard you as a hero after you returned home?

Returned Soldier—Until I tried to get a job.—American Legion.

"So you call that skinny animal a razor-back hog?" said the wondering visitor. "What's he rubbing himself against a tree for?"

"Dat razzah-back's 'es' stroppin' hisself, sah, 'es' stroppin' hisself."

Now look for political ads like this one: "Vote for Bill Huggins for Congress—he dries the dishes for his wife every evening." Not to be outdone, the opponent will advertise: "Vote for James Crawford for Congress—he washes the babies' diapers every day."—Cincinnati News.

Mrs. Cassidy—Norah Maguire is takin' on awful! Her husband's got three years, but he can get wan off for good behavior.

Mrs. O'Brien—Tell her to rest aisy. Sure, an' he never behaves himself.—Edinburgh Scotsman.

Young Sailor—On my last voyage I saw waves forty feet high.

Old Salt—Get out. I was at sea for fifty years and never saw 'em that high.

Young Salt—Well, things are higher now than they used to be.—Arklight.

Wife—"George, I want to see that letter."

Husband—"What letter, dear?"

Wife—"That one you just opened. I know by the handwriting it is from a woman, and you turned pale when you read it. Hand it here, sir!"

Husband—"Here it is, dear. It is from your dressmaker."—Judge.

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The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well informed man, and in a comparatively short interval of time.

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BALTIMORE CLOTHING STORE
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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXIV, No. 23. SAN FRANCISCO, WEDNESDAY, FEBRUARY 9, 1921. Whole No. 1739.

INTERNATIONAL AIDS SEAMEN ABROAD

Secretary Reports Assistance to Seamen of Holland, Denmark and Canada

To the Officers and Delegates of the Twenty-fourth Annual Convention of the International, Seamen's Union of America, Greetings:

In compliance with established rules, a report is hereby submitted for your consideration on matters which are deemed of sufficient importance to engage your attention, and as the President in his annual report is covering the most important questions concerning our movement, it becomes unnecessary to repeat in that respect and, therefore, the Secretary-Treasurer's report will be limited to financial matters relating to work in the office as well as such questions that necessitated actions between conventions.

The nation in general and the Seamen's movement especially has, during the past year passed through a period of stress and uncertainties—been confronted with problems of peace and reconstruction. We mark the close of a year which technically left us in a state of war—laboring in thoughts of peace while under laws of war—struggling to preserve liberties and freedom while the tide of reaction ran high—meeting oppositions of men and institutions allied politically and economically, against our movement in behalf of the rights of Seamen. It is under these conditions that we meet to deliberate at this Convention.

A. F. of L. Non-partisan Political Campaign

During the month of March, 1920, the International Office was informed that the Atlantic City Convention of the American Federation of Labor had levied a one cent ($.01) assessment on the membership of all International Unions to defray the expenses of a non-partisan political campaign inaugurated by the Federation, and acting in accordance with the previous usage, the Secretary-Treasurer submitted the information to the Executive Board who favored the payment of said assessment which amounted to $800 as our share on a membership of 80,000.

In August last year said committee submitted a financial appeal to carry on this work to all affiliated organizations, and after due consideration the Executive Board authorized that $500 be donated from the International Treasury as our part in this work of the Federation.

Agreements Between Unions and Shipowners

With the exception of the Lake Carriers' Association, which is the largest organization of shipowners on the Great Lakes, and who continue its anti-union policy in the operation of its vessels, it can be reported that during the year 1920 nearly all of the District Unions have been successful in negotiating better working agreements, wage scales and overtime rates between the employers and the Unions than has ever before been possible to obtain.

As the Unions have always advocated wage agreements as one of the best means to overcome labor disputes, the shipowners of the different districts who have subscribed to this policy are to be congratulated for their friendly co-operation in this respect which serves the best interest of their own affairs as well as a telling factor in maintaining tranquillity in the nation's seafaring industries.

It is to be hoped that the Government, the Shipowners and the Union will continue and improve upon this policy, thereby making it possible for our nation to develop its proper place among other maritime nations of the world.

Such copies of agreements as have been received by the International Office are herewith included for future reference and will be attached to the proceedings in appendix form, viz.: A, B, C, D, E.

Appeal from Decision in the Poughkeepsie Case

In July, Agent Ingraham at Norfolk, Va., advised that the Circuit Court of Appeals had sustained the decision of the lower court in the Poughkeepsie Case. This information was at once transmitted to the Executive Board who instructed Attorney Bowden to enter a motion for a stay of issuance of the mandate of the Court of Appeals in order to apply to the United States Supreme Court for a writ of Certiorari. This the attorney complied with, since then information has been received which shows that the writ was denied by the Supreme Court and the cost in this part of the Poughkeepsie Case, amounting to nearly $4,000, has been paid from the International Treasury.

Assistance Extended Vice-President Flynn

Since June, 1920, it has been evident that Vice-President Flynn has experienced a gradual decline in health to such an extent that his physician advised certain treatments at a special sanitarium in hopes of obtaining complete recovery.

Our representatives at San Francisco, having given consideration to this matter, recommended to the Board that the regular allowance for International Officers be extended to him during his illness with the proviso that this Convention give said action its attention.

In view of these circumstances which deserves sympathy, and considering Flynn's service in our previous work, it would add to our strength to be able to bring him back to perfect health, and in this attempt the International has assisted since October first.

Canadian Seamen

The membership of the Sailors, Firemen and Cooks' Union of Canada made preparation during the season of 1920 for presentation of their demands for an increase in wages on September the first, and as expected the Canadian shipowners underestimated the strength of the Union and the temper of the men by refusing to consider the demands. As a result a strike was called September 15 to which the men responded in such a manner that the ships found themselves without crews as soon as they arrived in port, and that action made it urgent for the owners to try and protect their own interests by dealing with the Union's representatives.

The strike lasted less than two weeks, and by October first the men were back on their ships, having gained recognition of the Union and an advance in wages of $10 per month in all departments as well as establishing a uniform scale both for the upper and lower lake ports on all of the larger Canadian vessels on the Great Lakes.

Prior to the strike the several Canadian Steamship Companies paid the following varied scale to the seamen:

	Per month
Ordinary seamen	$ 55-$ 75
Coal passers	55- 75
Second cooks and porters	65- 75
Watchmen and lookouts	65- 95
Wheelsmen	90- 100
Firemen and oilers	90- 100
Stewards, 2nd class ships	110- 125
Stewards, 1st class ships	120- 135

The companies who paid the smallest wages granted a $10 per month bonus to men who stayed all season.

After the settlement of the strike the following scale of wages was agreed to between both parties and the bonus system was abolished entirely:

	Per month
Wheelsmen, firemen and oilers	$110
Lookoutmen	95
Watchmen	95
Deckhands	70
Coalpassers	70
Porters	70
Second cooks	80
Stewards, 2nd class ships	130
Stewards, 1st class ships	145

The difference in wages paid to seamen on Canadian ships and that paid to seamen on American ships on the Great Lakes is now reduced to $20 per month to the lowest or inexperienced and $15 per month to the highest or experienced seamen and considering the maritime laws of Canada, which are of no value to the Canadian seamen, it must be conceded that good progress and results have been obtained for these men through their organization and from the assistance rendered them by the International Seamen's Union.

The International office has since July, 1919, taken care of the financial end as well as all of the office work necessary to operate an organization of this kind without any cost to the Sailors, Firemen and Cooks' Union of Canada, and during November, 1920, the records, books and paraphernalia were turned over to them in up-to-date condition.

With reference to this organization it can be reported that during a period of fifteen months, in which the International contributed the service of some of its best men as well as funds, over 2,000 members were enrolled in said Union, and a cash balance of over $1,500 was left them to maintain the conditions and increases in wages which in some instances amounted to more than $45 per month to the individual seaman.

Charters

After considerable exchange of communications between the Alaska Fishermen's Union, the Deep-Sea Fishermen's Union and the International office, it was agreed that The Fish-trap, Pile-drivers and Web-workers' Union of Bel-

(Continued on Page 9)

THE THREE-SHIFT SYSTEM

There is no real obstacle to the steel industry as a whole changing from the two- to the three-shift day. Both economic and humanitarian considerations indicate that this change is inevitable and, on account of present conditions, may even now be at hand. It would directly relieve about 150,000 workers now on the twelve-hour day, and afford work for at least 50,000 more who are now unemployed.

These statements epitomize the conclusions reached at one of the largest gatherings of engineers ever arranged in this country—a joint meeting of the Taylor Society, the metropolitan and management sections of the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers. The occasion was the presentation and discussion of a report on "The Three-Shift System in the Steel Industry," prepared by Horace B. Drury, formerly of the department of economics, Ohio State University, and recently with the Industrial Relations Division of the United States Shipping Board. Mr. Drury, during three months of study and field investigation, visited about twenty independent steel plants already running on a three-shift basis, representing about 40 per cent. of the industry. His general conclusions may be summarized as follows:

1. The managers of those steel plants which have made the change are all glad it has been done. They are convinced that it was "good business." Increased alertness of the men, with improved quality of product, less waste, and less wear and tear of equipment have been reported; also less absenteeism and less carelessness; and a better spirit has prevailed among the men. In some cases the output has been increased and the costs lowered.

2. The workers have been so glad to get the shorter hours that they have been willing to make substantial concessions in daily wages.

3. While in many cases the adoption of the three-shift day may result in slightly higher labor costs, this need not be the case. Whether labor costs are increased or not depends primarily on the preparation and skill of the management in bringing the change about. The extreme cost under the worst conditions of change might amount to 21 cents per ton of pig iron selling for $40. The increase for open-hearth work might amount to 25 cents per ton. Thus the total increase in labor cost for a steel ingot would be not more than 46 cents. If the entire steel industry—blast furnaces, steel works, and rolling mills—went on three shifts with no increase in efficiency, careful analysis shows that it could not add more than 3 per cent. to the total cost of making the finished steel rail, bar, or sheet. As the change would bring into play many factors making for increased efficiency, it is probable that costs in the long run would actually be lowered.

4. The experience of those plants which have made the change, together with the present fact of considerable and increasing unemployment in the steel industry, makes the immediate change largely a matter of the will to undertake it by those directly concerned.

In the typical American steel plant more than half of the men are still employed twelve hours a day. In those continuous-operation processes which make up the heart of the steel industry, such as the blast furnace, the open-hearth furnace, and most types of rolling mill, together with the various auxiliary departments necessary to support these processes and make a complete plant, the proportion of twelve-hour workers is considerably more than half. There are probably 150,000 such twelve-hour workers in the country. In blast-furnace plants and often in open-hearth departments these men work seven days a week. Once in two weeks they have eighteen-hour or twenty-four-hour turns. For a long time it was supposed in the steel industry that no other system of operation would work. Leading steel manufacturers told the Senate Committee which investigated the steel strike that the men wanted to work twelve hours a day in order to get twelve hours' pay. It was also said that modern machinery had so lightened labor in the steel industry and work was so intermittent that a twelve-hours' duty involved no physical hardship.

Prior to the war there were undoubtedly many men in the steel industry who desired the twelve-hour day. The typical steel worker has been the newly-arrived foreigner, often unmarried, whose greatest desire was to earn a lot of money to send or take back to Europe. Other reasons for the continuance of the twelve-hour day in this industry long after other industries as a whole have made the change are the shortage of labor during recent years, the shortage of houses, the large size of most of the plants (making them unwieldy and slow to adopt any radical change), and the general freedom of the industry from labor unions and the pressure which they are able to exert.

Some of these conditions are rapidly changing. The growth of the eight-hour day idea in Europe means that the immigrant to this country will be less passive than heretofore. As men are being laid off in the steel industry the shortage-of-labor argument no longer holds except in isolated cases. In addition the steel strike played a considerable part in awakening the desires of the employes and strengthening the movement toward a better organization of the workers. According to Mr. Drury all the evidence indicates that most of the men now feel that twelve hours' work—which, with going and coming, means thirteen hours—cannot give them enough time for home life, let alone education in English or activity in community affairs. It is hardly open to question that a regular twelve-hour day, not to mention the seven-day week, is a strain on the health of the worker. He would be better off physically and in all that depends upon physical welfare with the shorter day of eight hours.

Nor can the larger though less tangible question of humanitarianism be ignored. The higher development of the individual cannot come except by leisure waking hours for education and cultural development. When he has but a scant two hours in the day for this purpose, we can hardly expect much growth in the ideals of American citizenship. So from the point of view of both individual and national welfare, the logic of the situation points to the adoption of the shorter day.

The general drift in other continuous-process industries in the United States is also having its effect on the mind of the steel worker. The chemical, glass, coal-mining, and paper industries are examples of those in which the shift has already been made or in which the process is well under way. No other industry in America now practices the twelve-hour day to any great extent.

The adoption of the eight-hour day as the universal practice in the steel industry itself in other countries is another influence on our own workers. England, France, Belgium, Germany, Sweden, Italy, and Spain have all gone over to the three-shift system. How long can we expect the employes of this one industry and country alone to acquiesce in a condition which the world has outgrown? To continue it longer violates the public sense of what is just and what is truly American—The Nation.

SUSTAINS SEAMEN'S ACT

In THE SEAMEN'S JOURNAL for January 5th we reported the case of three Lascar firemen who had been inveigled into a false shipping agreement in the British S. S. "Manica," by collusion between the master of said ship and the British consul, or consul's clerk.

In that case the Lascars had been engaged at the going rate of wages for firemen—ninety dollars per month, but through their ignorance were finally induced to set their marks to a practically indefinite agreement on doctored articles taken from another ship of the same line at 23 rupees—about $7.50 per month. After serving five months the Lascars were refused their wages in New York on the ground that they had signed to be paid off in Calcutta in January, 1921. An action in their behalf was brought in the Municipal Court, New York City, to recover full wages at the rate of $90 per month and immediate discharge, according to the verbal agreement previously entered into with them before articles were signed, and in accordance with the treatment accorded all other members of the crew.

The jury found in their favor without reserve and a judgment was entered accordingly in their behalf, ordering their payment at the rate of $90 per month each, irrespective of any fictitious stipulations that might have been surreptitiously inserted in the articles after a verbal agreement had been reached. This verdict is directly in line with the principles and practice of the United States Courts in Admiralty since the year ONE, yet Mr. Silas B. Axtell, attorney for the Lascars, now informs us that the British owners have entered an appeal on the general ground that the jury's verdict is "excessive." At the end of that appeal we venture to predict they are going to find something still more excessive. If they intend to persist in their old-time policy of working the American Merchant Marine off the ocean again we must endeavor to persuade our American Courts to protect American interests.

The greatest of faults, I should say, is to be conscious of none.—Carlyle.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

So Passes the Glory

Governor Allen and his "can't-strike" law have passed the peak of popularity and are now headed toward the down grade.

At the last session of the Legislature the Governor was monarch of all he surveyed, with the press of the Nation and moving pictures acclaiming him the man who has "solved the labor problem."

Labor steadied itself to receive the shock. The workers have seen these freak "statesmen" appear and disappear, and Allen is proving no exception to the rule.

He opens the new year with a Legislature of different mold than the previous one and the workers, instead of acting on the defensive against the whirl of opposition last year, are now conducting an offensive battle.

In his message to the lawmakers, Governor Allen "sensed" the coming storm against his industrial court, which has been most generous to corporations that demanded rate increases. The Governor now favors a new commission to handle corporations, and this, he says, will give his industrial court more time to handle the labor cases. This means an added cost of from $60,000 to $100,000 a year to the taxpayers and some of the legislators are reaching for their tomahawks.

The Governor has officially declared that "it would be a disaster to a great cause" if his law "were allowed to drift into disuse." The House of Representatives has called on the judges of the Allen court to give an account of their doings, and thinking men agree that the Governor's dream is over.

Comment Not Essential

Late news from Melbourne, Australia, states that President Brooks of the Employers' Federation refuses to divulge the names of contributors to the fund of £25,000 presented to Federal Premier Hughes. Mr. Brooks was chairman of the committee which had charge of the fund. He says it is not intended that the public should know from what sources the money was received.

The gift to Premier Hughes was made just prior to his rejection of a basic wage award, made by a royal commission, after a year's investigation. In October, 1919, the premier announced that the government would accept the award. Now he rejects it. His action, together with the gift and the conditions surrounding it, is creating comment among Australian workers.

Enjoined From Talking

Chattanooga, Tenn.—Striking employes of the Lucey Manufacturing Corporation must not inform seekers of employment that a strike exists at that plant, according to an injunction by Chancellor Garvin. The order would close the mouths of the strikers, who are also prohibited from "interfering" with the corporation's business.

Printed notice that a strike is on at this plant is also enjoined.

Union Baiting Unpopular

During its convention in the City of Cedar Rapids, Iowa, the Master Builders' Association rejected the policy of anti-union shop and declared for arbitration and mediation.

The employers indorsed collective bargaining and ignored the demand of former President Mills that wages be reduced 30 per cent.

The anti-unionists found poor soil in that city to propagate their doctrine of discord, due to the fact that Cedar Rapids has an agreement between employers and employed, which provides for arbitration and mediation of industrial disputes.

May Penalize Employers

The Supreme Court of the State of California has upheld the 1917 amendment to the Workmen's Compensation Act, which provides that where an injury is caused by the serious and wilful misconduct of an employer, the compensation otherwise due for the injury shall be increased 50 per cent. Such penalty must be paid by the employer personally and cannot be insured against.

The decision strengthens the hand of the State Industrial Accident Commission in its "safety first" campaign.

GOOD FOOD FOR FISHERMEN

Recent experiments conducted in the laboratories of the University of California have determined that peanut brittle has the highest food value based upon heat units or calories.

The recorded value per pound of this candy is 2150 calories, exceeding the value of bread, flour, any of the cereals or their products, meat and eggs.

Peanut brittle is highest also in protein value due to the incorporation of nuts in the candy.

The fat content of the brittle and chocolate caramel is about the same, and similarly with reference to the sugar.

The lowest fuel value per pound is noted for the marshmallow, but this candy has a greater net value to the body than bread because there is practically no waste.

Chocolate caramels contain from two to four times as much protein as cooked rice.

Ice cream does not possess fifty per cent. of the caloric value of candy.

Despite the high caloric value of candies, Professor M. E. Jaffa of the Division of Nutrition does not advocate the consumption of this edible as the main part of the meal. Candy has its place as a dessert or as an "in-between." Malted milk is classed as an "in-between," also.

During the year 1920 20,338 settlers entered Canada from the United States through the ports of the western provinces, according to a statement issued by the Canadian immigration officer at Winnipeg. These settlers were possessed of wealth amounting to $7,759,083 and brought with them effects valued at $2,323,745. Seventy-five per cent of these people settled on farm lands. March, April, and August were the three leading months during which the immigrants entered Canada.

No government can be free which assumes to dictate the disposition of man's labor.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade Uniâo dos Foguistas, Largo de Sâo Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Ontario teachers have applied to the minister of education for a 10 per cent. wage increase. Last year they asked for a 25 per cent. advance, but received 15 per cent.

The American-coined phrase "Tell it to the King of Denmark" seems to have been adopted by the unemployed of that country. Copenhagen advices state that a procession of unemployed, estimated to number 48,000, carrying flags left the City Hall square recently and marched to the King's palace demanding work.

Unemployment has reached a serious stage in many sections of South Africa. The condition of the diggers in the diamond fields at Bleemhof and other places is pitiable. Entire families are starving. Most of them are living in miserable shacks, shockingly overcrowded. In spite of this suffering of the workers, the diamond companies have had a record-breaking year.

Sweden is undergoing a period of economic readjustment involving the closing down of factories and reduction of wages in an effort to cut the cost of production. Swedish manufacturers declare they are compelled to do this in order to place their manufactories on a level which will enable them to compete with German, American and English production.

Late news from London states that M. Krassin, who returned to Moscow from London, where he acted as Russian Soviet trade commissioner, declared in an interview that it may be supposed, after the conclusion of a commercial treaty between Russia and Great Britain, that America will enter trade relations with Soviet Russia, although the American action will only be made clear after the final transfer of the Presidential power to President-elect Harding, according to Moscow advices.

A trade union educational campaign among the workers of Alberta province, Canada, was ordered by the Alberta Federation of Labor, at its convention in Edmonton. The campaign will be directed by the Federation's officials, and will include the distribution of literature upon economic and sociological subjects. The convention also called upon the provincial government to provide for a system of classes for non-English-speaking residents of Alberta. A policy of restricting immigration until the employment situation is in a more settled state was favored.

LABOR

The presence of distress resulting from unemployment is being felt in Chile. Recent advices reveal clashes between the workers and military at the San Gregorio nitrate plant in Antofogasta province, in which twenty of the soldiers were killed. After the encounter, the workmen, who outnumbered the guard, are reported to have proceeded to the office of Daniel Jones, the administrator of the plant, and assassinated him. Having become dissatisfied with arrangements made to provide foodstuffs, the dispatches state that the workmen threatened to kill the administrator unless he gave up the keys to the commissariat. The attitude of the men led the garrison to take extra precautions for defending the stores, and reinforcements were sent for, but these failed to arrive before the clash. The workers are alleged to have exploded dynamite and used guns.

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Pacific Coast Marine

"The Golden State," Shipping Board 535 passenger liner, has been formally delivered to the Pacific Mail as operator, according to advices to the company from Baltimore. She is to sail from Baltimore for San Francisco February 15.

Silver sand, which is used in manufacture of glass, continues to arrive on the Pacific Coast from Belgium. The motor-ship "Borgland" and the "Kaypeeka" recently unloaded cargoes of the sand at San Francisco.

The value of exports cleared through the Portland customs-house for January was approximately $4,978,810, according to figures compiled from daily records kept by the Merchants' Exchange. Twenty-one vessels carried the cargoes.

The Russian Volunteer Fleet steamer "Penza," en route from Hongkong to Cuba with a consignment of 719 coolies aboard for the sugar plantations there, was held at Honolulu when the craft reported upon her arrival that five men and a child had succumbed to smallpox.

Hearings will be held at Washington by the Shipping Board February 21, to discuss with representatives of the Pacific Coast ports the establishment of trade routes and the allocation of vessels for these routes from Pacific Coast ports to ports in the Far East.

A new commercial wireless station has just been completed at Seattle by the Puget Sound Wireless Telegraph Company. The new plant, which is located on a five-acre tract on Magnolia Bluff, has a sending radius of 1000 miles. It is officially open for business and is licensed by the Department of Commerce.

Exports from Astoria to foreign ports during the six months ending on December 31 represented a total value of $3,565,881.90, the greater part of the export being wheat and lumber. This exceeds the value of exports during the entire twelve months ending June 30 of last year by $293,827.90. The exports for that fiscal year represented a value of $3,272,054.

Despite rumors being circulated that the turbiners "Yale" and "Harvard" can not be ready for service between Los Angeles and San Francisco on May 15, as announced, it is stated by shipping men who have just examined the vessels at San Pedro that the "Yale" reconditioning is nearly finished and that the "Harvard" is not far behind. The "Yale" was given her dock trial a few days ago.

The plea of the Luckenbach Company that the Shipping Board buy back the Mary Luckenbach at the top tonnage prices will not be considered by the Shipping Board, according to recent information. The Luckenbach Company made the request following the purchase by the Board of a Green Star Steamship Corporation ship in the East, which had been purchased from the Board by the Green Star Company originally. The Board did not make any explanation of its refusal.

The summary of the marine department of the Chamber of Commerce for the Port of San Francisco for January shows that 685 vessels of 1,151,890 aggregate tons arrived or departed last month, as compared with 796 vessels of 1,085,311 tons in January of last year. Following are the comparative totals: Arrivals last month, steam, 547,165 tons; sail, 38,524 tons. January, 1920, steam, 454,305 tons; sail, 50,125 tons. Departures last month, steam, 531,450 tons; sail, 34,751 tons. January, 1920, steam, 517,965 tons; sail, 62,916 tons.

A report from London to the marine department of the Chamber of Commerce recently stated that the motorship "Balcatta" of the Pacific Motorship Company, previously reported in difficulties near Valparaiso, had since been abandoned in a waterlogged condition and subsequently manned again. The motorship arrived at Valparaiso January 23 and started to Talcahuano for repairs. She became so waterlogged that the crew anchored her in ten fathoms of water and abandoned ship. Later the crew returned and tugs were sent to the vessel's assistance.

According to advices from San Pedro, all port records were broken in January in number of steamers which entered and cleared in the aggregate amount of tonnage of the steamers, according to the report of the port warden. There were fifty-four vessels with a deadweight displacement of 495,200 tons requiring the service of the port pilots last month. The cargo carried by these steamers amounted to more than $100,000,000 in value. The steamers represented British, Japanese, Dutch, Norwegian and American registry. The report does not include the coastwise trade.

Since the abrupt halt in grain chartering last week, the charter market has been featureless. There is the usual movement of oil, and a few lumber inquiries are in the air. Copra charters are becoming more and more conspicuous by their absence. Now that the slump seems to be feeling bottom, there is much speculation as to the time when it will end. Opinions on this subject by leading shipping men seem to run from six months to two years, with some placing their hopes in even the more distant future. On the average, however, one year appears to be the generally accepted period allowed for its continuance. Freight offerings remain about the same, with the intercostal vessels pretty well filled and with others carrying about one-third capacity.

It is the intention of the Vancouver, B. C., Board of Trade section, which is forming a shipping bureau, to have installed a wireless plant of a radius of 3000 miles. Negotiations are under way with the Marconi Company. It is proposed to construct a station that will link up with the powerful wireless plants at Carnavon, Wales; at Lyons, France; Nauen, Germany; Cavite, P. I., and Funibashi, Japan. A. R. Dockerill has been appointed chairman for 1921 of the shipping section of the Vancouver Board of Trade.

Reports that the Coast Guard cutter "Bear," which has been in service in the Bering sea for nearly half a century, is to be made a training ship for the Coast Guard service have been received in shipping circles with surprise. Since Admiral, the Commander Schley, rescued seven survivors of the Greely Arctic expedition with the "Bear" that ship has been in almost continuous service in the northern waters. She is well known to natives and to the "sour doughs" of Alaska. She joined the Arctic patrol shortly after being acquired by the Coast Guard service from the whaling and sealing trade for which she was intended when built in Scotland in 1874. The "Bear" is to be stationed at San Diego, according to the report.

Direct service from Scandinavian countries and Antwerp to San Francisco via the Johnson Line will be inaugurated by the new motorship "Canada," now loading at Christiania, it was announced by W. R. Grace & Co., Pacific Coast agents. Hereafter the Johnson Line motorships, of which four of the largest will be kept in this trade, will proceed direct from Antwerp to San Francisco via the Panama Canal. The eastbound service, which has not included South American calls, remains unchanged. The "Canada," like the other motor-ships in this service, has accoommodations for a limited number of passengers. She is loading a cargo of general merchandise and silver sand and is expected to sail from Christiania about the middle of this month.

Demonstrating that even in these troublous times it is possible to fill the holds of a steamer once in a while, the European-Pacific Line recently dispatched the Shipping Board steamer "Pomona" for Liverpool, London, Hamburg and Antwerp with the largest cargo ever sent out on this line. The "Pomona," in command of Captain Ryer, had 10,450 deadweight tons of freight, or about 12,000 measurement tons, according to Williams, Dimond & Co., the operators. This is one of the very few cargoes for foreign ports, not under charter, which has gone out in weeks. More than 800 tons of the Pomona's burden consisted of several consignments of grain loaded at Seattle, Vancouver and Portland. The additional space was taken by 2000 tons of general merchandise, embracing lubricating oil, canned goods and dried fruit from San Francisco, and cotton from San Pedro. As in other recent cargoes to Europe, the great preponderance of foodstuffs is again in evidence.

Taking six days and nineteen hours from Honolulu instead of five days, of which she is capable, the "Siberia Maru" recently arrived at San Francisco from Yokohama, Dairen, Shanghai, Manila and Honolulu. She carried 146 cabin passengers and 3938 tons of cargo, much of which was rice and raw silk. She carried a valuable consignment of treasure in her strong boxes, consigned to the Yokohama Specie Bank, the Hongkong and Shanghai Bank and the American National Bank. The trip was uneventful, except for heavy weather between Yokohama and Honolulu. Initiating a new port of call in Japan, the "Siberia" stopped at Dairen this trip and filled her bunkers, instead of at Nagasaki. The coal at Dairen is of inferior quality, according to experts, and it was due to this that the slow time was made. The official charts posted daily for the information of the passengers showed daily runs of 243, 256, 275 and 303 miles, when the ship is capable of making 400 miles in favorable weather and can keep up an average of 350 easily. The coal consumption was more than twenty-five tons a day in excess of former records and the speed was below normal. Whether the T. K. K. will continue to use Dairen coal after the Siberia's clear demonstration of its inferiority has not been announced as yet.

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(Continued on Page 11)

The Seamen's Journal

Published weekly at San Francisco
BY THE
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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, FEBRUARY 9, 1921.

GREETINGS

With the ever present perception that this publication is a "Journal of Seamen, by Seamen, for Seamen," we extend greetings to all members of the several sub-groups in every district within jurisdiction of the International Seamen's Union of America.

We desire to keep in close touch with the sentiments, hopes, and aspirations of seamen everywhere; therefore suggest, that any member, or agent of any branch who has a thought to express, or a plan for the benefit of our craft, will forward their ideas to the JOURNAL, in order that the membership as a whole will receive the benefit of constructive mental effort. We shall be anxious at all times to obtain all the real live news pertaining to our profession. News of the sea and ships, and of the great world-wide industrial struggle. An opportunity of observation is frequently presented to many of our members while in actual pursuit of their calling, and we trust that these incidents will not be permitted to remain unrecorded. Give to all of us the benefit of whatever humor or moral a story may contain by forwarding same to the SEAMEN'S JOURNAL.

COMMERCIAL RUTHLESSNESS

To quote the immortal Shakespeare, "It is glorious to have a giant's strength; but it is tyrannous to use it like a giant." During certain recurring periods of time, men and organizations have temporarily occupied a position where they could exercise the utmost force. To take advantage of such power would have often proved tyrannous.

Labor has often possessed a strength that could have been used with ruthlessness, to the utter destruction of its opponents; but the workers have ever been moderate in the exercise of their power. There have been occasions when the very foundations of our civilization have depended upon their behavior, but they have never abused the possession of strength.

The same cannot be said of the employers or their associations. The following from one of Babson's Reports on Labor, issued shortly after the outbreak of the World War, gives an insight into the line of thought permeating employing and financial circles:

"The prospect for legislation during the year to come is that it will be conservative. This promises to be true both in the State Legislatures and in Congress at Washington. The intense interest manifested by Americans in events upon the other side of the ocean will serve to distract attention from the elections in the United States. This will mean that many conservatives, who have been out of office for the season, will return to their former political positions, and that radical candidacies will succeed but rarely this fall.

"For several years past labor and social legislation has come thick and fast. Clients must look for a temporary lessening of the pet plans of the legislative reformers. . .

"Conservatism in legislation should apply simply for the period during which the attention of the country is riveted upon the war.

"Educated people are well aware by this time that the closing of the stock exchanges is a serious matter for the whole nation; but this thought has occurred to but few of the laboring classes. Those workmen who have thought at all of the stock exchanges have been of the opinion that they existed only for the rich.

"The present distress furnishes an opportunity for employers to open the eyes of their working people to the truth that the exchanges have a function!

"Under the present system the closing of the exchanges acts as a tremendous drag on business, and this should be made clear whenever opportunity offers."

Failure to understand the real substance of the report is impossible. The suggestions are made direct to financial interests to satiate desire with abhorrent ruthlessness. Cunning instincts are prepared to take advantage of our people while their attention is distracted by the struggle of the nations; reactionaries are encouraged to creep back into the State and National Legislatures while the populace is off its guard, while the most subtle means are to be used to destroy labor and social legislation.

Although America's active participation in the World War caused a period of delay, the ingenious scheme has succeeded in so far as the return of reactionaries to State Legislatures and Congress at Washington is concerned.

We have now reached the stage when the other choice expression, which required heavier type to impress, can be made to apply. "The present distress furnishes an opportunity for employers to open the eyes of their working people to the truth that the exchanges have a function."

Nowhere throughout the length and breadth of the land *are* the employers overlooking the opportunity. The present period of distress is deliberately aggravated and used as a weapon in a warfare upon Labor, the brutality of which knows no bounds. Babson, the financial expert, in efforts to please, has given expression to the spirit of commercialism. Those of us who were inclined to view the course of events with optimism are forced to give way to overwhelming pessimism. Realization of present conditions, and their dangerous trend, precludes assumption of the brighter view. The truth is forced upon us that Capital is a senseless, soulless thing, which has been created and worshiped by man to his soul's destruction. It is the Moloch to which the groans of men, the wails of women, and the cries of little children are sacrifice.

Without human attributes it wields a giant's strength, with unchecked tyranny. However, we still have hopes for the future of our race, when we reflect upon the fact that Goliath, at the appointed time, met his David.

AN ORIGINAL EXPERIMENT

The time has not yet arrived for trade-unionists to display an exuberance of enthusiasm over success of the new method of industrial self-defense as applied by the International Association of Machinists of Norfolk, Va.

The practicability of the "Norfolk Idea" on an extensive scale is at present a matter of uncertainty, owing to the fact that its introduction was somewhat in the nature of a surprise. Therefore to be successful it did not meet with the same obstacles which further operation of the plan would be sure to encounter. The principle of co-operation enters largely into the scheme, and so far in this case, operates successfully and with promise.

Owing to present unsettled conditions everybody is intensely eager to evolve a method whereby industrial battles can be fought with the least possible discomfiture to those not directly involved. Any scheme which promises to keep production going during industrial strife is sure to be received with acclamation. If the plan should develop into an attack upon Capital as represented by the large employers, with the dollars as contained in the treasuries of trades unions, the riddle is already read. We have never yet observed a minnow demolish a shark.

The combined treasuries of every union in the country could be put to investment in the same manner as the Machinists of Norfolk, only to result in action by financial interests that would close off raw materials, withhold credits, block markets, and otherwise isolate or cripple such investments. Much as we welcome the introduction of new ideas into the Labor Movement, and earnestly desire their success, we are inclined to believe that unless the Norfolk Idea is strongly supported by solidarity of the workers, the experiment will be of no great material benefit.

REFLECTIONS FROM ATLANTIC

Five years ago American ship owners and affiliated interests poured vials of wrath upon Senator La Follette and Andrew Furuseth for the act which they induced the Congress to pass lifting the standards of American workers afloat.

From an advertisement by a committee of American shipbuilders on "Pulling Together for a Permanent Merchant Marine," now appearing in many magazines, we quote:

"The Seaman's Act of 1915, which has made seafaring an attractive vocation for Americans is gradually equalizing the cost of operation as between American and foreign vessels. The Seaman's law, therefore, should remain in force in substantially its present form."

The conservative mind resists change because it lacks imagination, not because it is bad. Demonstrate that a change is good and it will applaud. But it must be shown. It cannot foresee.

Progressives should, therefore, not be de-

terred by conservative opposition. Most of the benefits which society enjoys have had to be initiated by radicals and enforced by liberals to the accompaniment of conservative protests and groans.

Yet when they make good, the scoffing becomes praise.

DUTIES KNOWN AND FULFILLED

The following article from the San Francisco Examiner, under date of February 7, 1921, reveals the fact that the Pacific Coast Steam Schooner Sailor is the peer of any. He knows his duty and can be relied upon at the crucial period to perform that duty to the utmost:

One of the women passengers aboard the steamer "Klamath," when she ran on dangerous rocks off the Northern California coast early Saturday morning, was Mrs. L. Slingerland, wife of the Western Union wire chief at Reno, Nev. She suffered a fractured rib when the disabled craft gave a sudden lurch. Yesterday Mrs. Slingerland furnished "The Examiner" with the story of the experience of the women on board the stranded ship.

By MRS. L. SLINGERLAND

Point Arena, Feb. 6.—No one but those who actually saw them work will know what a wonderful crew the "Klamath" had when she went on the rocks at Del Mar Friday night.

Without any aid from shore, the crew got lines to the rocks towering over the ship and carried all of the passengers in safety to the bluffs overhanging our little ship, pounded higher and higher on the beach by a surf running so high that it was frequently sweeping the decks.

It was about 2 o'clock in the morning when a sailor leaped into the tossing sea in an attempt to swim to the nearest rocks, about two hundred feet away. He had two lines tied to him, so that if one parted he could still make the other fast.

Seaman's Battle Against Waves Anxiously Watched

We all held our breath while he fought those angry waves, and you can imagine our feelings when he called from the rocks that he had anchored both lines. Then they rigged a breeches buoy and started taking the women ashore.

There were only four of us, Mrs. C. Buckley of Lemola, Wash.; the two McGillen girls, who were on their way from San Francisco to make their home in Portland, and myself.

We all made the trip safely and then came Mrs. Buckley's little girl, eighteen months old. She didn't cry once during all of the excitement. They put her in an ash can and then lashed it to the back of a sailor, who rode across safely in the breeches buoy. When he landed on the rocks with the baby, there was almost as much cheering as when the other sailor had gotten ashore with the first lines. When Mrs. Buckley looked into the can to lift out the child, she was snuggled in the bottom just as unconcerned as if she were riding along the street in her perambulator.

* * *

We all waited on the rocks from about 2:30 in the morning until 5:30, when it got light enough for us to see what we were doing. Then a line was thrown over the top of the cliffs above us and a sailor went up, hand over hand, to the top. Three of them went up and held the rope while the rest of us made the trip. The sailors had to carry us women up. It took two of them to handle me, because I'm a little heavier than most women. But I made it all right.

* * *

Comment on the foregoing would be superfluous, and from our point of view in bad form. There are some of the duties that we as seamen are expected to perform, and failure to meet the standard degrades our calling. Such duties, of course, can never be valued from a dollar and cent standpoint, for which we are duly thankful.

The efficiency of our Pacific Coast steam schooner sailor has always been a matter of pride with us; therefore we can be excused for exultation in the grateful expressions of a lady who has become one of the beneficiaries of that efficiency.

No one loves the man whom he fears.—Aristotle.

DUTY AND RESPONSIBILITY

(By Andrew Furuseth)

"And by giving all possible assistance to our employers in caring for their gear and property."—Preamble Constitution Sailors' Union of the Pacific.

In my last short communication to the JOURNAL I dealt with the question of skill in seamanship. In order to be able to give all possible assistance to our employers in caring for their gear and property, the first condition is skill in the work that as seamen we have to do. Without that skill it matters not how much we desire to do it, we cannot do it.

Back of the necessity for skill and the caring for gear and property, lie some centuries of experience absorbed by the seamen of different races, different nations and different times. Why should we be anxious to take care of the vessel, of the vessel's gear, of the vessel's appliances, of the vessel's boats? We are only wage-workers getting a certain pay for obeying orders. I fancy I can hear these questions put to me, and this is written in order to give such answer as I can to the above queries. My answer is that the seamen are the Merchant Marine, the sea-power, the calling, and the vessels are the tools with which we ply our calling, or if you please, our trade. We are not seamen because of the wages we get; we are seamen because of the knowledge we have, and the life we lead, because of the work we do, and we are good or bad in proportion as we do the work good or bad.

My second answer to them is this: upon the soundness of the vessel depends the life of the crew. And please remember that when I speak of the crew I speak of everybody on board of the vessel, the master excluded; when I speak of the seamen, I speak of everybody on board of the vessel, the master included. Of course, I do not speak of passengers. The safety of the crew depends upon the soundness of the vessel, upon how the vessel's gear is kept, upon whether her appliances are in a first-rate condition, ready to be used at all times, and upon whether her boats are in a proper condition and ready to be lowered into the water at all times. The seaman sometimes pays for his own neglect with his life. If he hath not the skill and the willingness to do the work of a seaman, he pays for his lack of skill and his neglect with his life under conditions that are all too plentiful at sea. The ship is to the seaman what the horse is to the dispatch rider, the gun to the hunter. As the rider takes the best of care of his horse in order that he may safely get to his destination, so the seaman takes the best of care of his ship with all that applies, in order that he may get safely to his destination. The hunter takes care of his gun and has it cleaned and in first-class condition, because upon the gun depends whether he shall be successful as a hunter or not, and sometimes his life depends upon whether the gun is in first-class condition or not.

My third answer is that when a seaman can do and really does his work he is a much more valuable man to the vessel. He is kept by the vessel. He is entrusted with important repair jobs. He rigs the different gear needed to take in and dis-

(Continued on Page 10.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Feb. 7, 1921.

Regular weekly meeting came to order at 7 p. m., C. A. Wamser presiding. Secretary reported shipping dull; members ashore plentiful.

ED. ROSENBERG,
Secretary.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary.

Vancouver, B. C., Jan. 31, 1921.

Shipping very dull; prospects uncertain.

R. TOWNSEND, Agent.

153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Jan. 31, 1921.

Shipping dull.

H. L. PETTERSON, Agent.

2016 North 30th Street. Phone Main 808.

Seattle Agency, Jan. 31, 1921.

Shipping dull.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Jan. 31, 1921.

Shipping poor; prospects poor.

CHAS. OLESEN, Agent.

P. O. Box 280. Phone Main 557.

Portland Agency, Jan. 31, 1921.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

88½ Third Street. Phone Main 6013.

San Pedro Agency, Jan. 31, 1921.

Shipping dull; prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Jan. 24, 1921.

Shipping slack; prospects uncertain.

JOSEPH FALTUS, Agent.

P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Feb. 3, 1921.

The regular meeting was called to order at 7 p. m., Edward Andersen in the chair. Secretary reported shipping dull.

EUGENE BURKE, Secretary pro tem.

No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Jan. 27, 1921.

Shipping dull.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Jan. 27, 1921.

Shipping quiet; prospects uncertain.

JOSEPH MACK, Agent.

No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

William McKenzie, No. 2210, a native of Scotland, age 33. Died at Agnews, Calif., December 7, 1920.

Production of crude oil in Persia and in Egypt is controlled by the Anglo-Persian and Anglo-Egyptian companies, respectively. The petroleum production of Egypt for the years 1918, 1919, and 1920, respectively, was 277,300 tons, 231,180 tons, and 151,490 tons. Production in Persia for the same period was 583,200 tons, 874,800 tons, and 918,600 tons, respectively.

Always demand the Union Label!

OUR WASHINGTON LETTER

(By Laurence Todd.)

Viva Mexico

Pity the poor Mexican! In the Federal District of Mexico, in which the capital is located, there were 187 strikes in the past six months, and not one of them was lost by the workers.

That is the news brought home by President Johnston of the International Association of Machinists, who has been attending the Second Pan-American Labor Congress, and who interviewed most of the members of the Obregon cabinet as well as the active trade union officials. He also discovered that unemployment is far less serious a problem below the Rio Grande than in this country.

While the workers in the United States have been mutely receiving blow after blow from the courts, the White House, the two branches of Congress and from the State governments, the while they have been waiting for the final decision by the Supreme Court that all trade union funds may be seized for damages if a trade union engages in a strike—all this while the Mexicans have been traveling the opposite road. They have been getting rid of the very oppressions that are now being fastened upon their brothers in the States.

For example, the State legislatures are considering a drastic anti-strike program, which provides for a so-called Industrial Court, empowered to act as judge, jury and jailer, against the labor movement. Uniform texts of such a bill have reached the Plumb Plan League at Washington from the State capitals of Montana, Ohio, Oregon, Colorado and elsewhere.

Astonishing Progress Revealed

On the other hand, Mexico forbids, under her Constitution, the employment of strike-breakers to take the places of union men. It prescribes that if a man is dismissed for union membership or for going on strike, his employer must give him the choice of re-employment or three months' wages. And it expressly declares, that labor associations, formed to protect the interests of the working classes, "are not monopolies."

Best of all, Mexico seems now to have a government that is thoroughly pro-labor. Half of the cabinet are trade unionists. The rest are Socialists or other radicals who have risked their lives in the war to rid Mexico of peonage and landlordism. Today a labor college, for the training of labor organizers and political leaders for the working class, is one of the institutions in Mexico City which has the especial help of the government.

Americans are Impressed

Johnston and the dozen other A. F. of L. union officials who attended the Pan-American Labor Congress were deeply impressed by the enthusiasm and determination of the Mexicans in establishing their new government beyond any danger of future overthrow by the forces set at that job by the American oil operators and mine owners. They came back resolved to put up a fight against every attempt in Congress or elsewhere in the country to start a Mexican war propaganda. They brought home likewise the resolve to show the Mexican peons that the spirit of organized labor in the States will not be broken by the "open shop" and "industrial court" drive, nor by the Supreme Court's bombing raids.

Adopting new Ideas

Secretary-Treasurer Davison of the Machinists, who stayed at home and became famous meanwhile as the promoter of the "Norfolk idea" of putting trade union funds behind fair employers in the lock-out game, thinks that the Machinists have stumbled upon the key to a defeat of the organized anti-union employers. He said today that the response coming from all classes of organized labor, from the general press, from colleges, business and professional organizations, to the publication of the facts as to how the Machinists saved a friendly employer in Norfolk from the dictation of the banks, indicates that here is a method that the bosses cannot meet. Everyone likes a scheme of industrial self-defense that will keep production going. Everyone appreciates a plan which saves money and material and time. The Machinists offer a plan which involves simply the use of their own members' savings, through their own bank, in providing employment at productive labor for their own people. It is co-operation, applied as a means of industrial warfare instead of merely a savings club.

It is only fair to observe that none of the international presidents who control the policy of the A. F. of L. have publicly endorsed the constructive tactics developed under the name of the "Norfolk Idea." They look on, skeptically, to see whether the big banking combine in Wall Street will permit the Machinists to continue to finance factories without shutting off their supply of raw materials. And in any event these officials look askance at ideas suggested by the one powerful organization that challenges their hold upon the Federation.

Churches are Powerless

Warnings of coming industrial storm are heard every day in the capital, since the numbers of the unemployed have gone up past four million. The railroad workers have served notice that they will not submit to a wage reduction, which the companies have formally demanded from the National Railroad Labor Board. They will quit their jobs first. And the heads of the Interchurch World Movement, Industrial Department, state frankly that they believe that a One Big Union strike of steel workers is coming, unless Congress finds means to abolish the 12-hour day and secure collective bargaining for them.

This testimony of the church leaders, given before the Senate Committee on Labor, on Thursday, was coupled with a remarkable disclosure as to the forlorn-hope offer of the A. F. of L. strike committee to have the Interchurch committee mediate a settlement in which the unions should not appear at all.

Bishop McConnell of Pittsburgh, chairman, and Dr. Daniel A. Poling, vice-chairman of the steel investigating committee of the Interchurch, testified that, when the strike was seen to be in a bad way, and when Gary had told the Senate investigators that he was always willing to meet his own employes, the strike committee came to the Interchurch committee with this request. The churchmen told the trade union committee that they would do nothing unless the strike committee, by a formal vote of the spokesmen of all the 24 internationals in charge of the strike, should agree to officially withdraw from the settlement, and let the churchmen mediate with Gary on behalf of the employes in his own plants.

Righteous Efforts Fail

According to the story told by Bishop McConnell, the spokesmen of all the A. F. of L. internationals involved in the strike met and voted to accept the plan. A written authorization was sent him, signed by them. He then went to Gary, and asked Gary to deal with the Interchurch committee as mediator for Gary's own employes, in arranging a settlement with those employes. Gary flatly refused.

So the first and only time that organized labor, in a big struggle, placed its cause in the hands of the Christian Church in order to get the right and wrong of the matter judged upon its own merits, organized capital spurned the church.

In this connection Bishop McConnell brought out the fact that Attorney General Palmer's spies in the Pittsburgh district were active in circulating anonymous attacks upon the Interchurch committee and its work, and in arresting union men under pretense that they were "dangerous reds." The Ohio Manufacturers' Association published some of these attacks under the title "Anarchists and the Interchurch World Movement," but later was compelled to send out a crawling letter of retraction and apology.

Leads to One Big Union

The A. F. of L. organizing campaign has failed, in the opinion of Bishop McConnell, but it has sown the seed from which a new organiing campaign, to be started by some new organization—probably a One Big Union—will reap a greater strike than the last one. As a means of preventing such a strike, and of compromising or statisfying some of the more urgent needs of the steel wrokers, the Interchurch report urges that Congress create a commission to deal with the 12-hour day, the 7-day week, the right of the workers to deal with their employers through their chosen spokesmen, etc. Quite as urgent as these reforms, it says, is the abolition of private detective agencies such as were used by the steel companies, and which maintained a dangerous intimacy with the Department of Justice.

Alfred James, legislative agent for the United Mine Workers, has drafted a proposed amendment to the Calder coal-control bill, that is almost as revolutionary as the proposed abolition of private gunmen in industry. It provides that while gathering data on the wages and cost of living and standards of living of the coal miners, as now provided by the bill, the Department of Labor shall investigate in the same way into the incomes, cost of living and standard and habit of living of the coal operators, the members of coal sales companies, coal retailers, etc., and their families.

He asks that the public be given the comparison as to what sort of life each party to the transaction gets out of it.

Ultimate success in a labor struggle does not always depend upon the ability to continue fighting. Not infrequently it is the ability to quit that decides the issue.

INTERNATIONAL AIDS SEAMEN

(Continued from Page 1)

lingham and Anacortes, Washington, be admitted into the International Seamen's Union as independent organizations, and in view of such opinion from the Unions of the Pacific District the question of charters for these men was referred to the Executive Board, who authorized their issuance.

As these men are engaged in the fishing industries of Puget Sound and Alaska, and come in close contact with members of other Fishermen's Unions, it is suggested that some plan be agreed upon whereby they can become part of the already established Unions of Fishermen in that district, and in so doing we will better solidify and strengthen that part of the International Union.

Donation for the British Columbia Seamen's Strike

In May, 1920, the Seamen of British Columbia became involved in a general strike against the shipowners of that locality for improvement of conditions and an increase in wages, and finding themselves unable to carry on the struggle for any length of time on their own resources, an appeal for financial assistance was made to the International Seamen's Union through Vice-President Gill, who indorsed the appeal.

Liberal financial assistance was given these men by the Unions in the Pacific District, and after due consideration, the Executive Board donated from the International Treasury one thousand ($1,000) dollars which was expended among the Sailors, Firemen and Cooks under the supervision of Vice-President Gill.

The strike was of short duration and resulted in the men winning most of the demands for which they contended but failed in establishing full recognition of the Unions with the shipowners of that locality.

Dutch and Danish Seamen's Strike

The officers of the International Seafarers' Federation informed President Furuseth that the Dutch Seamen during the month of February became involved in a general strike caused by the longshoremen against the Dutch shipowners for what is termed international wages and requested that the International Seamen's Union come to their assistance financially.

Being true to our motto—"The Brotherhood of the Sea"—a call for voluntary donations in behalf of the Dutch Seamen was sent to all District Unions from the International office. This call obtained for these men $7,500, which is evidence that the International Seamen's Union of America demonstrates by actions that "Our Motto" is not merely a theory or name.

* * *

In support of the Danish Seamen's strike, $1,000 was contributed from the International Treasury, and same was divided among the Sailors, Firemen and Cooks' Unions of Denmark by President Furuseth, who visited said country on his way to the Brussels Convention of the International Seafarers' Federation.

Election of Delegates to the American Federation of Labor Convention

The San Francisco Convention elected President Furuseth as delegate to the Conventions of the Seafarers' Federation, and the American Federation of Labor, but since the date set by the Seafarers' Federation was changed from August 5 to June 12, it became necessary to elect a delegate to the American Federation of Labor in place of President Furuseth, who could not attend.

As the time for filling the vacancy was very limited, it became necessary to confine the election of a delegate to the members of the Board, who by nearly unanimous vote selected Vice-President Flynn.

With reference to occurrences of this character, it may be well for the Convention to consider the advisability of electing alternates to fill such vacancies as may take place in the future regarding representatives at Conventions.

* * *

Receipts

Assessments	$ 841.40
Charter fees	30.00
Donations	12,499.71
International books	2,291.80
Miscellaneous	462.81
Per capita tax	90,241.86
Total	$106,367.58

Disbursements

Allowance to First Vice-President Flynn while ill		$ 762.50
A. F. of L. convention expense		1,686.93
A. F. of L. per capita tax		17,317.61
Charter fee refunded to Fish Trap, Pile Drivers, etc.		10.00
Defense of Seamen's Act		9,965.47
Donation—		
B. C. Seamen's strike.	$ 1,000.00	
Danish Seamen's strike.	1,000.00	
Dutch Seamen's strike.	7,500.00	
Steel Workers	5,250.00	
		14,750.00
		$122,940.15
I. S. U. of A. convention expense		6,027.18
Joint Organizing—		
On the Lakes	2,361.94	
On the Pacific	375.00	
		2,736.94
Legislation		2,819.47
Organizing—		
Canadian Seamen	1,020.00	
Lake Cooks	2,520.00	
		3,540.00
Printing—		
General	214.98	
International Books	6,100.00	
		6,314.98
Salaries		4,449.99
Stationery and office		6,534.92
Traveling—		
General	2,553.59	
Seafarers' Federation	6,405.06	
		8,958.65
Total		$ 85,874.64

Recapitulation

Cash on hand Jan. 12, 1920	$ 16,572.57
Total receipts	106,367.58
	$122,940.15
Total disbursements	$ 85,874.64
Cash on hand Jan. 10, 1921	37,065.51
	$122,940.15

Financial Progress of District Unions

From a financial point of view, the past year has exceeded all expectations in that nearly all of the District Unions have increased their treasuries materially. The total income for the various crafts amounted to nearly two million dollars ($2,000,000), while the total expenditures consumed a little over one million and a half ($1,500,000) which leaves a total gain of nearly four hundred and fifty thousand dollars ($450,000) during said period.

Reviewing the information concerning the membership and finances which has been obtained from secretaries of District Unions and compiled in this report, it is evident that the International Union is in a very healthy condition and should prove to the individual that never before has such progress been made, nor such results obtained as are now enjoyed by the men who compose the largest and best conducted organization of seamen now in existence.

Considering these achievements and realizing the general industrial depression which affects every industry, it is the duty of all (officers and members) to safeguard the Unions, economize in expenditures and utilize all energy and ability that we possess in order that we may hold what has been gained and prepare ourselves to share in further benefits for all seamen when the tide turns.

Membership by Groups

	1918	1919	1920
Cooks	7,200	9,400	17,300
Fishermen	9,600	8,600	9,600
Firemen	14,700	27,000	45,400
Sailors	18,500	30,000	41,000
Miscellaneous			1,700
Total	50,000	75,000	115,000

Division of Membership by Districts

	1918	1919	1920
Atlantic District	25,000	48,000	85,750
Great Lakes District	8,000	9,000	9,300
Pacific District	17,000	18,000	19,950
Total	50,000	75,000	115,000

* * * * * *

International Seafarers' Federation

From report of the delegates who attended the Convention of the Seafarers' Federation, it is evident that the seamen of all nations are in harmony with its principle, and it affords them an opportunity to meet, exchange ideas, and formulate policies that will eventually bring about a better understanding of Seamen's questions in an international sense.

As the International Seamen's Union represents the only body of "Free Seamen" in the world, it is important that this Convention give attention to the question of representation at future Conventions, and at the same time consider the need of increasing our voting strength in the Federation.

While the expense of sending three delegates to the last Convention of the Federation exceeded six thousand dollars ($6,000) it must be considered that the time needed for the two Conventions consumed about three months and the opportunity it affords us to assist in elevating the standard of other nations' seamen, is in itself good reason for continuing and is an economic protection to ourselves.

Organizing

The San Francisco Convention of the International Seamen's Union granted to the Marine Cooks and Stewards' Union of the Great Lakes two organizers for a period of six months and in agreement with said union and the International office the work of organizers was commenced at the opening of navigation and terminated the latter part of July in accordance with the limitation imposed by said convention as to the amount of funds to be expended for that purpose.

The result of this work during such brief period of time added over five hundred members to the roll of the Lake Cooks, while a total of $5,781 in funds was collected for said Union, and the expense from the International Treasury in this respect amounted to less than $2,500, which was paid direct from the International office to the organizers employed at the rate of $45 per week.

As the majority of the membership of the Lake Cooks are employed on passenger vessels the season of income is very brief for said Union, and to maintain itself financially until the next season of navigation opens up, it has been necessary to reduce all operating expenses to a minimum.

Publicity Work

At several of the previous conventions, representatives of the different Unions have expressed and encouraged the idea of publicity regarding the beneficial features of the Seamen's Act, and the International Office has in this respect distributed among various classes of institutions all such available material bearing on the subject as time and service would permit.

Attorney Axtell, of New York, who through his law practice, experienced great need for a clearer understanding of Seamen's legislation by judges and others, informed the President that he had of his own volition expended in publicity during the year a considerable amount of money and suggested that same be brought to the attention of the Board. This was done, and the Secretary-Treasurer received authority to reimburse Mr. Axtell to the amount of $500, which was used principally for printing, typewriting and postage in his publicity work.

Conclusion

We have closed a year's work which must be gratifying to even the most pessimistic. The seamen's movement has gained in strength and influence and the record of achievements made during this period is certainly a source of pride to every member.

True expressions of the demands of the seamen for progress and enlargements in our sphere of life have been given by all representatives and the methods used to obtain the objects for which we are striving reflect themselves in a steady upward tendency of seamen's conditions.

In the year to come our problems and responsibilities will not be lessened. Issues of far-reaching importance must be met by new policies. But viewing the past accomplishments we are confident of our future wisdom and ability. And we call upon every seaman to be vigilant in defense of our principles and to increase our strength everywhere so that obstacles in our struggle can triumphantly be surmounted by a fortified consciousness of our rights.

In concluding this report, I avail myself of the opportunity of expressing my sincere thanks for the helpful co-operation extended during the year by the officers of the International, representatives of district unions and the membership in general and trust that the delegates will deal with existing conditions in a practical way, cultivating and extending good will in all of our work so that the results of our actions may become more helpful to the men we represent.

Respectfully and fraternally submitted,

T. A. HANSON,
Secretary-Treasurer.

(Appendix A contains the Alaska Fishermen's Union Agreement for Season 1920; general provisions of which were slightly changed over previous contracts. The remuneration however provided increases approximating 26% over 1919.)

APPENDIX B

Memorandum of Agreement

Memorandum of Agreement made and entered into at Buffalo, N. Y., April 28th, 1920, by and between Great Lakes Transit Corporation and Firemen's Union, Sailors' Union and the Marine Cooks and Stewards' Union, to cover the season of 1920 from April 1st.

WITNESSETH: That on boats of the Great Lakes Transit Corporation there shall be an increase in wages of Twenty-five (25%) Per Cent for men employed in the deck, fireroom, and the steward's department over last year's scale.

The Eight (8) Hour day in port and the Three (3) Watch System to be put into operation in the deck and fireroom departments. This to be done wherever possible without increasing the number of the crew with the exception of two additional coal passers.

That there shall be paid overtime to Deck and Fireroom Departments when cargo is being loaded or unloaded on Sundays and Holidays, and over eight (8) hours on other days, at the rate of Fifty-five Cents (55c) per hour for ordinary seamen, Seventy-five Cents (75c) per hour for able seamen, and firemen and oilers Forty Cents (40c) per hour.

GREAT LAKES TRANSIT CORPORATION
(Signed) By W. W. MARCUS
FIREMEN'S UNION
(Signed) By THOS. CONWAY
SAILORS' UNION
(Signed) By PATRICK O'BRIEN

(Continued on Page 11)

THE NORFOLK IDEA

Labor's answer to recent legal and legislative setbacks may be to fight capital with capital itself.

An experiment now called "the Norfolk idea," conducted by the International Association of Machinists, is being much discussed and, it is said, is about to be repeated on the Pacific Coast. In brief, the Norfolk idea is the use of capital assets and credit of organized labor in the fight to force employers to meet its demands.

Type of Strategy Employed

As explained by E. O. Davison, secretary of the machinists, there was a strike in the Crescent Iron Works at Norfolk, Va., late in 1920. The labor union strategy was simple: The outstanding obligations of the Crescent Iron Works were bought up, and control thus having been gained, support was furnished through extension of credit and active co-operation of affiliated branches of organized labor.

Mr. Davison, who was one of the originators of the idea, estimated yesterday that his association saved more than $200,000 cash in that contest, while the saving to its members was probably double that amount.

"Instead of a long struggle in which our members each drew $8 per week in strike benefits," he said, "we succeeded in keeping them all employed at top wages. The industry in Norfolk was saved an expensive period of inactivity and the city was saved the loss in trade which would have resulted."

Found $40,000 Mortgage

When the Ironmasters' Association declared for an open shop in the summer of 1920, investigation disclosed that there was an outstanding mortgage of $40,000 on the Crescent works a few days overdue.

Mr. Davison, acting for the union, attempted to buy up the mortgage but the bank holding it refused to sell. Further inquiry disclosing that many of the bank's depositors were members of the unions, steps were taken which resulted in a sudden decrease of the institution's deposits on hand. The offer to purchase the mortgage being then renewed, the bank consented to the sale, Mr. Davison explained.

A "show down" with the management of the Crescent Iron Works followed immediately, Mr. Davison said. The outcome being the reopening of that plant as a strictly union shop.

Now Employs 360 Men

"The Crescent shop had employed 40 machinists," Mr. Davison said, "but these were working overtime. We obtained the adoption of a schedule which permitted the employment of a force of 60 men on an eight-hour basis, and later to the use of three shifts a day. By changing the personnel so as to allow each employe to get in three days a week, we soon had this one plant giving work to more than 360 men, all but 40 of whom would have been idle under the old system."

Soon, however, according to Mr. Davison, Norfolk bankers refused to advance credit for current transactions to the Crescent works, and jobbers, he said, refused to sell it equipment. The machinists' union at once deposited with a Norfolk bank sufficient cash to cover immediate needs and met the remaining problem by arranging with out-of-town firms for the articles needed to complete the work at hand.

Merchants Reopen Accounts.

"When he had explained these plans to local merchants," Secretary Davison explained, "they readily consented to reopening their accounts with the Crescent."

Influence of the union also was utilized to obtain orders for the plant which it now controlled. This was accomplished largely through co-operation with members of the Norfolk Pilots' Association and through the friendship of the closely unionized crews of most foreign ships which put into Norfolk for repairs, Mr. Davison said.

The union then extended its operations by moving to the assistance of the small shops which were in financial difficulties. Learning that a considerable sum was due for work on vessels of the United States Shipping Board, an arrangement was made whereby the Mount Vernon Savings Bank, of Washington, D. C., which is controlled outright by the International Association of Machinists, purchased those accounts and negotiated their settlement direct with the shipping board headquarters here.

Assistance of the Washington bank to the Norfolk firms was conditioned frankly on their continuing operation as "union shops," it was admitted, as were other transactions through which the bank deposited with Norfolk institutions sums equal to loans they had made to shops in the vicinity. These deposits would be allowed to remain only so long as the Virginia bank continued to carry the paper of the plants with which the union was co-operating.

Unions Are Inquiring

Officials of the machinists' association said yesterday they had received thousands of letters from labor organizations throughout the United States asking for details of the new plan and for advice as to its adaptability to local conditions.

Proponents of the Norfolk idea insist that it offers a legitimate, economical and expeditious way of obtaining relief at least in isolated cases. Whether it could be used by labor in disputes affecting larger areas and consequently in opposition to more strongly organized opposition, Mr. Davison thought would have to wait further development. The union did not aim at worker ownership, he declared, but simply moved to prevent what it considered utilization of capital, produced by its members, against their own interest.—Washington Post.

DUTY AND RESPONSIBILITY

(Continued from Page 7)

charge cargo, and being reliable and trustworthy, he is placed in the hold to see that the cargo is stowed in such a way as to be safe and in accordance with the mate's orders. But, you say, I am not asked to do these things. My answer is you are asked to do them on the Pacific. In the majority of instances you do them on the Pacific. You are permitted to do those things, you do them, and you stay on board of the vessel on the Pacific because you are capable of doing them, because you do them and are willing to do them. Of course, you may have been on board of a vessel where the boats were in bad shape; when they were put over the side they filled. The davits were so rusted up that they would not turn, and sometimes men paid for that neglect with their lives. You have been on board of vessels where the hoisting gear was so unskilfully rigged and of such bad quality that it carried away, and men paid for that with their lives or limbs. You have probably been on vessels where there was one man on the lookout and one man at the wheel, an officer on the bridge and everybody else asleep. The lookout had to leave the forecastle head; there was a collision either with another ship or with a reef, and men paid for that with their lives. The insurance company paid the loss, so far as the owner and shipper of freight were concerned.

My final answer is that whether you are appreciated or not, whether you are ordered to keep the gear and appliances in order or not, is not your lookout, that happened because the officers of the vessel do not have such knowledge in seamanship as they should have prior to being permitted to sail as officers. It matters not whether you are ordered to do the work or not, you cannot help the fact that you do not get the order, that thing which matters to you is that you are capable and willing to do the work and willing to do it right, honestly and faithfully when you are ordered to do it. Some day the shipowners will again learn the value of skill, of efficiency in the crew, and they will insist upon it in the officers and in the crew; and seamanship will again become what it once was and you will again be a member of a calling which earns enough money, through its labor, to have a home where there is a wife and some small ones. Some of you may laugh and look upon this as a dream. Let me assure you that it is not a dream. It is not as great a dream as was the dream that we should again become free men. We did gain freedom, not because the shipowners wanted to give it to us, but because we insisted upon it long enough and strongly enough to convince those who had the power to give it to us. In that struggle we educated a large number of the shipowners and a large number of the officers. In this struggle for the restoration of skill, for the repossession of the sea-lore, we shall have to educate some of the owners; we shall have to educate some of the officers. If we mean to be true to what we promised to ourselves in our darkest days, then we must do whatever we can collectively and individually to restore the skill in seamanship and to re-acquire the knowledge of the sea-lore and respect that is due from others to our calling. We shall thus re-conquer our true place among men.

Assistant Trade Commissioner Julian E. Gillespie reports from Constantinople that another attempt is to be made to establish a direct passenger steamship line between Constantinople and New York. The "Vladimir," a 12,000-ton Russian steamer, which brought refugees from the Crimea, will sail from Constantinople. If the venture is successful, the "Kherson," an 18,000-ton Russian steamer, will be placed in service. Present plans call for stops at Smyrna and Piræus.

FIGHTING THE TEREDO

Scientists of the University of California have been called into the gigantic fight against the teredo, or ship worm, which last year caused a damage of $15,000,000 alone by destroying waterfront structures and piling from Oleum to Martinez, on the Sacramento river.

In the effort to combat the ravages of these destructive worms, scientific knowledge and skill are being matched against the power of swarming numbers and the prolificacy of the teredo.

Dr. Charles Atwood Kofoid, in his report on the activities of the San Francisco Bay Marine Piling Committee of the American Wood-Preservers' Association, declares that a single infected pile in 25 feet of water and its 100 square feet of surface affords shelter for upwards of 150,000 teredos, each of which is capable of producing more than 2,000,000 larvae per year.

The committee of which Professor Kofoid is a member was appointed in June of last year as the first step in the offensive to meet the situation which had already become critical.

This pile worm, called the teredo navalis, first appeared in the Mare Island dikes in 1913-14, and has since spread upstream from that source as far as Antioch and Rio Vista. It has long been known in Europe as a destroyer of wharves, of dikes in Holland, and of wooden structures in brackish waters generally on European coasts.

Menacing all unprotected and untreated timber structures throughout San Francisco bay, the teredo sallies forth on its errand of destruction against pilings, docks, ferry slips, and wharves.

These worms, some of which are two or three feet in length, are so active in their work that it is possible to hear the rasping of their tools on the wood by placing the ear against the exposed top of the pile.

HOLLAND'S FOREIGN TRADE

Recent consular reports show Holland's imports during the year 1920 amounted to 3,333,000,000 guilders. Computed at the average exchange rate for the year, this would amount to exactly a billion of dollars. The imports for the previous year amounted to 2,826,000,000 guilders and at the normal exchange of 1919 would be equivalent to $1,130,000,000. The export trade during 1920 amounted to 1,702,000,000 guilders, and computed at the average exchange for the year would be equivalent to $567,000,000. During 1919 the export trade amounted to 1,141,000,000 guilders, and at the prevailing exchange of the year would be equal to $564,000,000. Gold and silver are not included in the above statistics.

The declared exportation at Amsterdam during 1920 amounted to 78,888,249 guilders; at Rotterdam, 18,024,189; at the Hague others, 2,189,963, or a total consignment to the United States of 99,866,099 guilders, as compared with a total of 86,264,000 in 1919.

Heligoland, the German fortress in the North Sea, is fast disappearing, and the Heligoland of 1890, the year in which Great Britain exchanged the island for rights on the East African coast, is reappearing. The change has been brought about by the inter-allied naval and military mission, which under the peace treaty is charged with the demolition of the military and naval works on the island. During the twenty-eight years the Germans were in possession they fortified it at a cost of $175,000,000. Artificial cliffs were constructed and the area of the island was increased by dredging the Elbe (at the mouth of which it stands) and depositing the material on Heligoland. Great gun emplacements were constructed, harbors were made for war craft, and later airship sheds were built. Now they have all gone. The great twelve-inch guns have been cut up into sections like round cheese, the emplacements destroyed by pick and powder, and the harbor works and the aircraft stations are being dismantled, and it is all being done by German labor under the superintendence of Allied officers.

The line of demarcation between trade unions that properly embrace men of different callings and those that should contain only men of a particular craft lies between those callings that are interchangeable, i. e., at which certain men work by turns, and those to which men are exclusively confined. In the former case the workers may, and in fact should, organize together; in the latter they should organize separately.

INTERNATIONAL AIDS SEAMEN

(Continued from Page 9.)

MARINE COOKS AND
STEWARDS' UNION
(Signed) By J. M. SECORD

Note:- Similar agreements have also been entered into between the Lumber Carriers' Association, the Passenger Boat Managers' Association, the Car Ferry Managers and vessels of the United States Shipping Board leaving the Great Lakes.

Sailors' Union of the Great Lakes
ISSUED BY DIRECTION OF THE SAILORS' UNION OF THE GREAT LAKES
June, 1920

Working Rules for Unlicensed Members of the Deck Department

1. Any work for the safety of the vessel, her cargo, passengers and crew shall be done at any time without extra compensation.
2. Working hours on week days in port shall be from 8 A. M. to 12 M., and from 1 P. M. to 5 P. M. All unnecessary ship work performed before and after these hours shall be paid for at overtime rate of Seventy-five Cents (75c) per hour for able seamen and Fifty-five Cents (55c) per hour for ordinary seamen, which is practically time and one-half.
3. All unnecessary work on Sundays or holidays specified in the Seamen's Law, to be paid at the same rate, viz: Seventy-five Cents (75c) per hour for able seamen and Fifty-five Cents (55c) for ordinary seamen.
4. Unnecessary work to mean scrubbing, cleaning brass, shifting the ship from one berth to another, sweeping, opening gangways, taking off hatches, handling slings, pennants and reeving off same.
5. When handling cargo the overtime rate to be the same as the organized longshoremen in that industry, but in no case shall it be less than Seventy-five Cents (75c) per hour for able seamen and ordinary seamen.
6. One-half hour to be allowed on vessels when coming through the Soo, overtime rate to be paid for time in excess of that.
7. When entering port one-half hour to be allowed for docking or tying up. All work in excess of this to be paid for at overtime rate.
8. Sea watches to be set at 12 noon on day of departure and to continue until noon on day of arrival.
9. All overtime of the deck crew should be checked by the officer on watch with a member of the crew, selected by the crew immediately after the work has been performed. Slips for same being made out showing the nature of the work, the time and place.

Wage Scale for Season 1920

	Per Month
Mates on Tow Barges	$140.00
All Able Seamen	125.00
Wheelsmen	125.00
Watchmen	125.00
Lookouts	125.00
Ordinary Seamen	87.50

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
HOBOKEN, N. J. ..... 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
D. J. GEDDES, President
NEW HAVEN, Conn. ..... 13½ Collis Street

LAKE DISTRICT

SAILORS' UNION OF THE GREAT LAKES
Headquarters:
CHICAGO, Ill. ..... 355 North Clark Street
PATRICK O'BRIEN, Secretary
THOS. A. HANSON, Treasurer
Phone State 5175
BUFFALO, N. Y. ..... GEORGE HANSEN, Agent
55 Main Street. Phone Seneca 5588
CLEVELAND, O. ..... E. J. SULLIVAN, Agent
1469 W. Third Street
MILWAUKEE, Wis. ..... CHAS. BRADHERING, Agent
162 Reed Street. Phone South 598
DETROIT, Mich. ..... K. B. NOLAN, Agent
44 Shelby Street. Phone Cherry 342
ASHTABULA HARBOR, O. ..... J. W. ELLISON, Agent
74 Bridge Street
NORTH TONAWANDA, N. Y. ..... J. MURPHY, Agent
122½ Main Street. Phone 890
CONNEAUT, O. ..... W. J. WILSON, Agent
992 Day Street

MARINE FIREMEN, OILERS, WATERTENDERS AND COAL PASSERS' UNION OF THE GREAT LAKES
Headquarters:
BUFFALO, N. Y. ..... 71 Main Street
THOS. CONWAY, Secretary
ED. HICKS, Treasurer
Phone Seneca 48
CLEVELAND, O. ..... 1012 Superior Avenue
Phone Main 866
MILWAUKEE, Wis. ..... 162 Reed Street
Phone South 598
DETROIT, Mich. ..... 44 Shelby Street
Phone Cadillac 543
CHICAGO, Ill. ..... 332 N. Michigan Avenue
Phone Central 8460
NORTH TONAWANDA, N. Y. ..... 122½ Main Street
Phone 890 P. J.

MARINE COOKS AND STEWARDS' UNION
Headquarters:
BUFFALO, N. Y. ..... 35 West Eagle Street
J. M. SECORD, Secretary
Telephone Seneca 896
CHICAGO, Ill. ..... 355 N. Clark Street
CLEVELAND, O. ..... 308 West Superior Avenue
MILWAUKEE, Wis. ..... 162 Reed Street
ASHTABULA HARBOR, O. ..... 74 Bridge Street
SOUTH CHICAGO, Ill. ..... 3308 E. 92nd Street
CONNEAUT HARBOR, O. ..... 992 Day Street
TOLEDO, O. ..... 618 Front Street
NORTH TONAWANDA, N. Y. ..... 122½ Main Street

PACIFIC DISTRICT

SAILORS' UNION OF THE PACIFIC
Headquarters:
SAN FRANCISCO, Cal. ..... 59 Clay Street
VANCOUVER, B. C. ..... P. O. Box 571
TACOMA, Wash. ..... 2016 N. Thirtieth Street
SEATTLE, Wash. ..... 84 Seneca St., P. O. Box 65
ABERDEEN, Wash. ..... P. O. Box 280
PORTLAND, Ore. ..... 88½ Third Street
SAN PEDRO, Cal. ..... P. O. Box 67
HONOLULU, H. T. ..... P. O. Box 314

MARINE FIREMEN, OILERS AND WATERTENDERS' UNION OF THE PACIFIC
Headquarters:
SAN FRANCISCO, Cal. ..... 58 Commercial Street
SEATTLE, Wash. ..... 1016 First Avenue, South
P. O. Box 875
PORTLAND, Ore. ..... Room 21, Ainsworth Building
SAN PEDRO, Cal. ..... 613 Beacon St., P. O. Box 574

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST
Headquarters:
SAN FRANCISCO, Cal. ..... 42 Market Street
SEATTLE, Wash. ..... Room 203, Grand Trunk Dock
P. O. Box 214
PORTLAND, Ore. ..... 98 Second Street, N.
SAN PEDRO, Cal. ..... P. O. Box 54

ALASKA FISHERMEN'S UNION
Headquarters:
SAN FRANCISCO, Cal. ..... 49 Clay Street
SEATTLE, Wash. ..... 84 Seneca St., P. O. Box 42
ASTORIA, Ore. ..... P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC
Headquarters:
SEATTLE, Wash. ..... 84 Seneca Street
SAN FRANCISCO, Cal. ..... 49 Clay Street
VANCOUVER (B. C.), Canada ..... 437 Gore Avenue
PRINCE RUPERT (B. C.), Canada ..... P. O. Box 1675
KETCHIKAN, Alaska ..... P. O. Box 201
PETERSBURG ..... Alaska
UNGA ..... Alaska

UNITED FISHERMEN OF THE PACIFIC
ASTORIA, Ore. ..... P. O. Box 138

FERRYBOATMEN'S UNION
C. W. DEAL, Secretary
SAN FRANCISCO, Cal. ..... 166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

BRITISH COLUMBIA STEWARDS' UNION
FRED WALSH, Secretary
VANCOUVER, B. C. ..... 311 Hastings Street, West
Room 2. Phone Seymour 3976

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Deck Street, Bellingham, Washington

Labor News

There is a movement on foot to establish the cossack strikebreaking machine in the State of Wyoming.

The workers in all departments of the Colorado Fuel and Iron Company have received a wage cut of 15 per cent. at Pueblo, Col.

The workers of the Wayne Knitting Mills at Fort Wayne, Ind., recently went out on strike in protest against a 25 per cent. reduction in wages.

At New Haven, Conn., a wage reduction of 10 per cent. which affects the pay envelopes of 6000 workers, has been declared by the Winchester Repeating Arms Company.

The National Association of Manufacturers appeals to the public to end the "buying strike." Trade unionists suggest that these union busters call on some injunction judge to issue one of his favorite "thou-shalt-not" commands.

Opposition to wage cuts has been registered by organized steam shovel and dredgemen of Baltimore, Md., at a meeting in that city. The unionists notified the employers that their plan will be resisted, as wages of steam shovelmen have increased but 4.28 per cent. over pre-war rates.

Decision to combat any movement for the open shop and to oppose wage decreases until the cost of living shall have been materially reduced was recently made at a session of the executive board of the United Shoe Workers of America at Rochester, N. Y.

Sixty-five per cent. of the women in the organized trades of New York City are out of work. Local employers have been working toward longer hours and a 40 per cent. decrease in wages, according to reports submitted at the regular monthly meeting of the Women's Trade Union League.

Iowa trade unionists are opposing the Kime bill, patterned after Allen's "can't-strike" law in Kansas. Employing interests are dangling three plums of $6000 a year each before legislators and others, who are led to believe that they would be "ideal" members of the Iowa industrial court.

At a meeting of employing printers of North Carolina an organization was perfected to oppose the 44-hour week in commercial shops, which the International Typographical Union will enforce. The employers were urged to contribute to a financial war chest.

The smartest attorneys in the pay of coal owners will assist in the prosecution of citizens of Matewan, West Virginia, who resisted an invasion of Baldwin-Feltz thugs last May, which resulted in the death of several persons. The gunmen were attempting to evict striking miners without due process of law.

Nearly five thousand men are out of work at Rockford, Ill., according to conservative estimates. Many of the larger factories are closed down or else working on part-time basis. Building operations are also at a standstill, throwing many hundreds out of work.

At Los Angeles, Calif., more than 50,000 moving picture actors and other workers are now unemployed. A 50 per cent. reduction in motion picture production is contemplated by the big film corporations. The following plants are now closed altogether: Famous Players, Lasky, Goldwyn, Fox, Metro, Vitagraph and Universal.

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"SALVAGE"

SEAMEN, do you know what you are entitled to receive for services that you perform as volunteers in saving life and property at sea? If you don't, get a copy of Axtell's Book, "Rights and Duties of Merchant Seamen." It covers this subject completely. Why should you sign papers for a runner from a lawyer's office, to collect what you have earned, if, by knowing the law, you can get it without doing so. Do you know that it is contrary to law and ethics of the profession for a lawyer to employ a runner or pay a runner or any other person any portion of his fee for getting business for him; that such an attorney is not regarded as fit to practice in the majority of States in the United States? In cases where a lawyer represents the whole crew, including officers and men, 15% is a fair charge, for collecting the money where it does not involve litigation. This book contains a complete digest of the Constitution of the United States and the Statutes of the United States pertaining to seamen, officers, consuls and owners, their rights and duties to themselves and to each other.

Overtime, personal injuries, wrongful discharge, waiting time, penalties are fully discussed in this little volume.

The actual cost of publication is 65c. The price is $1.00 in single copies. In orders of ten, a discount of 10% is allowed. In lots of twenty 20% is allowed, in lots of twenty-five 25% discount, in lots of one hundred 30% discount. In other words, in lots of one hundred there is 5% to cover cost of shipment.

The author, Silas B. Axtell, Attorney for the International Seamen's Union of America, in nine fights before the Supreme Court of the United States to enforce the Seamen's Act, Attorney for the Seamen's, Firemen's and Cooks' organizations in innumerable legal battles, is the leading authority on the law pertaining to seamen.

There are only 2000 copies of this book to be disposed of. They are going at the rate of 250 per week by mail order alone.

This is what Harry Olsen, who initiated Mr. Axtell into the Sailors' Union of the Pacific before he went on board the "West Calumb" as ordinary seaman in September, 1919, says:

> "Your book, 'Rights and Duties of Merchant Seamen,' ought to be in the hands of every seaman. Knowing the law would settle a good many disputes which now arise. I will do my best to further the sale of the book and to start with I enclose P. O. Money Order for $20.00 for which kindly forward twenty books as soon as you can."

The following is quoted from a letter just received from Frank Manning, an American Seaman, who met with a serious accident on board an American ship. After stating the facts in his case and asking for assistance and advice, he says:

"Orunds Hospital, Copenhagen, Denmark, October 27, 1920.

"As I am not up in the Maritime Law whatever and do not pretend to know the least thing about it, it is no good for me to get into any arguments over here with these people because an uneducated person cannot cope with them. Well, Mr. Axtell, hoping to hear from you and hoping this finds you in good health, I am

"Respectfully yours,

FRANK MANNING,
Copenhagen, Denmark."

Every seaman should have one of these books, "Rights and Duties of Merchant Seamen."

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INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Why Increased Taxes?

Every citizen of California is a taxpayer.

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2—How shall this money be raised, and Why?

What the Tax Investigation and Economy League IS

Three hundred thousand of our people, security holders in public utilities, banks and other companies taxed for state purposes, together with an equal number of employees of these companies, are represented by the Tax Investigation & Economy League, which has been organized to learn and make public the facts about the actual needs of the State government. **Non-partisan** and **non-political**, this league invites the co-operation of every citizen.

Such Facts as These are Pertinent

Governor Johnson's	**1915**	**budget**	**for**	**two**	**years**	**called for $36,000,000**
Governor Stephens'	**1919**	**budget**	**"**	**"**	**"**	**called for $47,000,000**
Governor Stephens'	**1921**	**budget**	**"**	**"**	**"**	**calls for $81,000,000**

—An increase of $45,000,000 over the budget of six years ago—
—An increase of $34,000,000 over the budget of 2 years ago—
—An increase of $15,000,000 over the budget of two years ago even after we allow for all the appropriations and expenditures authorized by the people at the November elections.

It Is Time for Economy

For all of us the era of extravagance should be ended. That our present state organization costs too much and is full of unnecessary duplications, and unnecessary expenses, is agreed by state officials and the public alike.

We ought to know, and we want to know now, how much money is being wasted. We ought to know whether the new demands on our pocketbooks are necessary demands.

No Ad Valorem Tax

One thing is already sure. If the $15,000,000 now asked, in addition to the money voted last November is saved to the public,

—Our existing revenue will pay all our bills—we will have a surplus in the treasury two years hence—there will be no ad valorem tax.

The legislature is the authority that shall determine how much money shall be raised, and what rates of taxation are fair.
It is the privilege and duty of every citizen who has facts to present, and conclusions based on these facts, to assist his representatives in reaching a just decision.

You will be kept advised of the results of our investigation.
Your own views and conclusions are respectfully invited.

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"The power to tax is the power to destroy"

Domestic and Naval

A number of shipping companies and Chambers of Commerce have condemned Senator Jones' bill to transfer from the Department of Commerce to the Department of Labor the duty of enforcing navigation laws, insofar as they relate to persons employed in maritime occupations.

The steamship "Sussex," which ran on the West Breakwater in Limon Bay in the night of January 3, was pulled off in the morning of January 11 by the tugs "Corgona" and "Tavernilla" and the salvage steamer "Favorite," and towed to dock in Cristobal. Over 1,700 tons of cargo had been discharged into lighters from her No. 1 and No. 2 holds before she could be drawn off the rocks. The vessel must be overhauled before proceeding.

An electric light of 1,000,000 candle power is to be installed in the Santa Barbara lighthouse. The lamp itself is not 1,000,000 candle power, but the light is intensified by the use of refractors ingeniously cut and placed. In clear weather the light will not be visible any farther than the old oil lamp, which shines twenty miles. The light is 178 feet above sea level and twenty miles is the horizon limit. But in thick or foggy weather the new light, according to Captain Harry Rhodes, lighthouse superintendent, will be visible two or three miles in place of one mile, the limit of the oil lamp's beams.

Four San Francisco-built destroyers, the "Shirk," "Wood," "Kidder" and "Yarborough," are to join the Pacific destroyer squadrons based at San Diego, Calif., early in February, as announced by Commander Milton Davis, commander of the reserve destroyer divisions, Pacific fleet. All of these vessels will be attached to Division 44. The new destroyer "Sloat," another San Francisco-built boat, has already arrived from Mare Island. Carrying a number of reserve officers, the destroyer "La Vallette" is slated for a cruise to Manzanillo, Mazatlan and Acapulco. The destroyer "Woodbury" has been assigned to duty as a torpedo training ship. This vessel will be used exclusively in training reserve officers and men in firing torpedoes. It will make cruises to the drill grounds about twice a month for this purpose.

The British steamship "Bahia Castillo" arrived at Cristobal on December 28 from London, via Bermuda and Kingston, bound for Sydney and Melbourne with 59 first-class, 170 second-class, and 288 third-class passengers, of whom the greater part are young Englishwomen who are the wives or fiancées of Colonial soldiers and are going out to Australia to make their homes. There are 306 women, 85 children under 16 years of age, and 126 men among the passengers. After clearing the Canal the "Bahia Castillo" developed trouble with the packing ring in the stern tube around the starboard propeller shaft, with considerable leakage into the shaft alley, and returned to Balboa, where she went into dry dock on January 3. New rings were made at Balboa shops, the springs which hold them in place were renewed, and the vessel sailed again in the morning of January 9. During their stay many of the passengers were entertained in the homes of Canal employees.

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DECEMBER 31st, 1920

Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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Andersen, S. P.
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Christensen, J. P. -905
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Knutson, R. -783
Larsen, J. -2012
Locke, J. E.
Ludvigsen, Arne
Lundstrom, Ernest
Nelsen, John E.
Newton, A.
O'Connor, John J.
Olsen, O. J. -1020
Peters, Joseph M.
Petterson, A. L.
Rohman, Georg
Sharman, E. S.

NOTICE

The Sailors' Union of the Pacific is conducting a training school in marlinspike seamanship during the winter months only at Room 4, No. 9 Mission Street. Young members who need some practice, and older members who want to brush up, should take advantage of same. Competent instructor on hand. Open to members only.

INFORMATION WANTED

Any one knowing the whereabouts of Martin Tuppits, a native of Easthonia, last heard of in Montevideo, South America, on board the Norwegian bark "Loto"; kindly communicate with his brother, John Tuppits, 58 Commercial street, San Francisco. 1-5-21

Rudolf Knutsson is anxious to ascertain the whereabouts of his brother, J. Harvid Knutsson, a native of Trellerborg, Sweden, age 20, last heard from in New York, in April, 1918. Please address his brother, care Sailors' Union of the Pacific, 59 Clay street, San Francisco, Calif. 1-7-20

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

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News from Abroad

Ex-service men raided cafes and restaurants at Montreal, dispersing without disorder after meals had been served to them. The city has decided to serve free meals to the unemployed.

A recent report from Assistant Trade Commissioner Donald L. Breed of Prague, says a contract has been made between the Skoda Works at Pilsen and Rumania for the building of 80 locomotives and repairing of 500.

A London dispatch to the marine department of the Chamber of Commerce states that the steamer "Orani," from Hull to San Francisco, which was previously reported ashore off Humber River, has been floated and has proceeded on the voyage. The damage, if any, was not learned.

The South American trade, which has been dull, has been further hampered by the closing of the nitrate mines in Chile, according to advices to W. R. Grace & Co. Not one mine has been working since January 1 because of the lack of demand for the mineral. Since nitrate forms the principal export of the west coast of South America, shipping is severely hit.

Among the handicaps to the development of trade between the United States and Poland are the irregularity and slowness of postal communication and the lack of direct cable connection. With a view to offsetting these difficulties it was planned to erect a powerful wireless station at Warsaw, and negotiations to this end were started some time ago. A cable from Trade Commissioner Van Norman, at Warsaw, states that the contract for the wireless is to be awarded to an American concern.

British coal output for the year 1920 approximated 231,000,000 tons compared to 229,000,000 tons in 1919. During the five weeks from November 13 to December 18, which constituted a test period of output to determine the right of the miners to higher wages, the weekly production averaged 5,215,160 tons. This is at the rate of 260,758,000 tons annually, allowing for two weeks of holidays in the year. On this basis of output British miners are entitled to receive during this month an increase of 1 shilling and 6 pence per day in addition to the 2 shillings per day granted in adjustment of the recent strike. The January wage rate, therefore, will be 3 shillings and 6 pence per day above the prestrike wage, which averaged 18 shillings and 3 pence per day.

Mobs, such as formed during the revolution in the streets of Paris, continue to gather in Vienna. Shouting threats, singing martial airs and rumbling menacingly, the mobs follow wagons on which are erected great replicas of gallows. Labor organizations threaten to become involved. From the temper of the crowds which march through the streets the labor threat may be followed by action. Flight of profiteers left many stores closed. Vienna is at present more than ever a city of contrasts. While thousands of starving persons parade the streets with their gruesome talisman, hundreds wine and dine in something like the old splendor. Those with money spend it recklessly, and smart dining places are filled with men careless of their kronen, accompanied by handsomely gowned and jeweled women.

With the Wits

Teacher—Where did the Pilgrims land? Johnny—I don't know whether it was on a Plymouth Rock or a Rhode Island Red.—New York Herald.

Girl (watching aeronaut)—Oh, I'd hate to be coming down with that parachute. Mere Man—I'd hate to be coming down without it.—Chaparral.

A story was recently told of an editor who started poor and retired with a fortune of $50,000. This money was acquired through industry, economy, conscientious efforts, indomitable perseverance, and the death of an uncle who left the editor $49,999.50.

The dove had returned to the ark with the olive branch and a copy of the Ararat Weekly Bugle. Noah hastily scanned the headlines on the first page. "How did the election come out?" asked Shem. "The whole blame country went wet," replied Noah.—Cincinnati Enquirer.

The seven ages of man have recently been tabulated on an acquisitive basis, as follows: First Age—Sees the earth. Second Age—Wants it. Third Age—Starts to get it. Fourth Age—Decides to be satisfied with half of it. Fifth Age—Becomes still more moderate. Sixth Age—Now content to possess a six by two foot strip of it. Seventh Age—Gets the strip.

The physician had been treating a man for dyspepsia for a long time, and finally, wishing to know how his patient was coming on, he told him to take a pickle just before going to bed and see if he could hold it on his stomach over night. The next day the man called, and the physician asked him the result. "Oh, it was all right, Doctor," he said, "as long as I was awake, but when I went to sleep it rolled off."—Whiz Bang.

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XXXIV, No. 24. SAN FRANCISCO, WEDNESDAY, FEBRUARY 16, 1921. Whole No. 1740.

CONVENTION PROCEEDINGS SUMMARIZED

Abstracts of Committee and Delegates Report

Following is the fourth installment of an epitome of convention proceedings, obtainable from data furnished by Comrade Silver, manager of the Journal, who was one of the Pacific Coast delegates to the International Convention:

REPORT OF COMMITTEE ON AUDIT

Delegate Cartledge, chairman of the committee, reported as follows:

To the Twenty-fourth Convention of the International Seamen's Union of America.

Comrades:

After careful examination of all bills, books and accounts for the fiscal year from January 12, 1920, to January 15, 1921, your committee on audit can report that we have found all receipts and disbursements properly accounted for and find same to be correct.

In connection with the same, we take great pleasure in complimenting the secretary-treasurer on the careful and highly efficient manner in which he has kept the books and accounts for the year ending 1920.

We beg further to report that, in answer to a telegram sent to the First National Bank of Chicago, requesting balance on hand by Secretary-Treasurer T. A. Hanson, we received a reply on January 12, 1921, as follows:

Telegram

Chicago, Ill., Jan. 12, 1921.

W. L. Cartledge, Chairman,
Committee on Audit,
Intl. Seamen's Union Convention,
Hotel Walton, Phila, Pa.

Balance requested amounts to thirty-seven thousand fifty dollars, seventy-one cents.

First National Bank.

The difference in the balance on hand of the bank and the secretary-treasurer's financial statement is $14.80, which is a payment of per capita tax from the Fishtrap, Pile Drivers and Web Workers' Union of Bellingham, not deposited in the bank before closing of the report, hence the difference, but same has been verified and found correct.

(Signed)
W. L. CARTLEDGE, Chairman.
S. A. SILVER, Secretary.

Committee—O. Christiansen, John R. Folan, William Ross. The report of the committee was unanimously adopted.

REPORT OF COMMITTEE ON RESOLUTIONS

Delegate Rosenberg, for the committee, reported as follows:

SEAMEN'S HANDBOOK FOR SHORE LEAVE

Third Day's Proceedings

Your committee commends the information contained in "Seamen's Handbook for Shore Leave" to the attention of all seamen. This booklet, issued by the Social Service Bureau of the United States Merchant Marine, is a handy reference guide for all ports of the world. Affiliated unions are hereby advised to take such steps as they deem advisable to get this booklet distributed among their members. We further recommend that the thanks of the convention be hereby extended to Mrs. Alice S. Howard (Mrs. Henry Howard) for the painstaking labor given in the compilation of this valuable handbook.

The report of the committee was adopted.

On Resolution No. 22, printed in the third days' proceedings, your committee submits the following substitute:

RESOLUTION NO. 22

Whereas, Warren K. Billings and Thomas J. Mooney, now serving life sentences in the penitentiary, did not have fair trials as guaranteed under the laws of the State of California; and

Whereas, The exposures of the star witness for the prosecution, Oxman, and the exposures and confessions of other witnesses in these trials, also the late confession of Policeman Draper Hand, showing the official frame-up to convict Billings and Mooney, a frame-up subversive of the principles of law and fairness—all cry aloud for action to secure new trials for these men; and

Whereas, The Governor of California steadfastly refuses to exercise his official prerogative to take needed steps to enable these men to have a new trial, therefore be it

Resolved, By the International Seamen's Union of America, in convention assembled, that we hereby ask the prosecuting attorney and the Grand Jury of San Francisco, Calif., to take measures toward securing new trials for Billings and Mooney.

The committee recommends the adoption of the substitute resolution.

The report of the committee was unanimously adopted.

RESOLUTION NO. 14

Submitted by Gus Ericson

Whereas, The International Movement of the Seamen has increased by leaps and bounds; and

Whereas, Practically all the Maritime Unions of the world have weekly or monthly periodicals, giving a very good understanding of the working conditions and similar matters that are and should be of vital interest to all seamen. Therefore, be it

Resolved, That the Convention of the International Union of America instruct the secretary to communicate with the principal seamen's unions of the world and procure literature from these organizations, to be distributed to all the branches of the International Seamen's Union of America, for the best benefit to the membership along educational and international lines.

The committee recommends concurrence in the resolution.

The recommendation of the committee was adopted.

DUPLEX PRINTING COMPANY CASE

Duplex Printing Press Co., Appellants
vs.
Emil J. Deering and Others

The report of the President dealing with this case was referred to your committee, together with Appendix 13. We find that this is a six to three decision. The decision was delivered by Justice Pitney. The dissenting opinion was submitted by Justices Brandeis, Holmes and Clark.

As we understand the decision of the court, it holds that the Clayton Act instead of limiting the Sherman Anti-Trust Law has extended it so that litigants may now have redress which before the passage of the Clayton Act was denied them. The decision holds that the exemptions provided by the Clayton Act only covers those who are direct parties to the dispute. Thus the exemptions seem to be applicable to the crew of a vessel who may therefore strike, picket and boycott, but it does not cover the organization of which the crew happens to be members and so brings the organization, if it shall intervene, under the provisions of the Sherman Anti-Trust Law as defined in the case of Lawlor vs. Loewe and in other decisions. This is as we believe, properly and strongly criticized in the minority opinion, but we must fully realize that it is the decision with which we really have to deal. It is a decision which strips us and other workmen of the protection which we with other workmen believed to be granted to us by the passage of the Clayton Act. The real vice of the decision, however, is that it takes no cognizance of that part of Section 6 of the Clayton Act which reads as follows:

> "That the labor power of a human being is not a commodity or article of commerce."

The purpose of this definition of what the labor power of a human being is not, was to remind the courts of the real definition of property. Such definition excludes the labor power of a human being, because such labor power can not be disposed of by sale, inheritance or bequest. It is inherent in a human being and cannot be separated from such human being except by death. The failure of the court to take cognizance of and give effect to the part of the statue just quoted, is in our opinion so fatal to the whole decision that it is a clear miscarriage of justice and is so destructive of the freedom of an individual citizen that those specifically involved in this case ought to appeal to the court for a rehearing, to the end that the meaning of the above quoted statute and its bearing upon this case may be properly argued and considered by the court. The decision itself is so destructive of the ownership of property by the working people, that the reasonable tendency will be that the working people either will strip themselves of such property as they have or will cease to be thrifty and thus to accumulate property or both.

Your committee recommends that the International Seamen's Union of America, through its executive board, offers to co-operate with unions directly interested in any effort to obtain a rehearing of this case or in any appeal to Congress for needed changes in the law.

We further recommend that the decision and the dissenting opinion in this case, together with comments thereon by President Furuseth, be inserted in the proceedings as an appendix.

President Furuseth again emphasized the gravity of the decision and urged upon the members the necessity of acquainting themselves with its details and of lending their every effort to the movement for a rehearing or an amendment of the law.

The report of the committee was adopted.

On the same subject the committee submitted the following resolution and recommended its adoption:

RESOLUTION NO. 24

Whereas, The Duplex Printing Press decision here, the court order to dissolve the French Confederation of Labor, and other information coming from other countries, strongly indicates a world-wide purpose to destroy organizations of labor by abolishing the rights of combination, of free speech, of free press, of locomotion, and of asylum, and

Whereas, These rights are not only inherent in our system, through the Declaration of Independence, but are specifically protected by our Bill of Rights, National and State; and

Whereas, Such reactionary measures would, if adopted here in the United States, destroy the foundations upon which the polity of the United States is built; therefore, be it

Resolved, By the International Seamen's Union of America, that we issue the most solemn warning, and call upon all real Americans to come together in defense of freedom under American ideals as laid down in the Declaration of Independence and the Bill of Rights, to the end that human freedom shall not perish from the earth.

Delegate Rosenberg spoke briefly in support of the resolution, emphasizing the necessity for action.

The resolution was unanimously adopted by the convention.

REPORT OF COMMITTEE ON ORGANIZATION

Delegate Conway, for the committee, submitted a partial report, as follows:

RESOLUTION NO. 5

Submitted by Delegation Sailors' Union of the Great Lakes

Whereas, The need for co-operation between the organizations of Deck Officers, Engineers and the I. S. U. of A. is now apparent to all, and

Whereas, This need may possibly be overlooked or underestimated, therefore, be it

Resolved, That a committee be elected by this convention to meet the representatives of the Masters, Mates and Pilots and Marine Engineers Benevolent Association, for the purpose of bringing about this co-operation which should result in bringing about the highest standard of skill in the operation of ships.

Your committee recommends concurrence in the resolution.

Delegates Grange, O'Brien, Milligan, Anderson, Rosenberg, and President Furuseth supported the resolution, while Delegates Griffin and Nelson took the opposite position on the question. In the discussion offered by those supporting the resolution, it was brought out that it did not provide for an alliance with the Masters, Mates and Pilots and Engineers, but simply for the appointment of a committee to discuss the feasibility of having a general understanding and meeting on some common ground.

The delegates from the Pacific Coast explained how the Seafarers' Council on that coast, which includes representatives of the sailors, firemen, cooks, masters, mates, pilots and engineers had worked out successfully through meeting at regular intervals and through having an identity of interest.

President Furuseth explained the conditions of the maritime law which would prevent putting into operation certain measures suggested by some of the delegates in their remarks along the lines of [illegible] between the masters, mates and pilots, the engineers and [illegible]. He stated that something could be accomplished, however, by all of these agencies getting together at intervals and discussing questions of general policy and of [illegible] by using the influence and power they have whenever they possibly can without risking their licenses in so doing.

Delegate O'Brien moved as an amendment to the report of the committee that a committee of [illegible] be appointed. The amendment was seconded, and the report of the committee as [illegible].

RESOLUTION NO. 8

Submitted by H. P. Griffin, D. E. Grange and R. T. Kaizer

[illegible] that [illegible] be granted to the M. C. and S. Union of the Great Lakes for the year 1921.

Your committee recommends that two organizers be granted, and we further recommend that the Seafarers' Union of the Great Lakes make a special effort to organize the steamers of their union, especially during the close on the lakes. The committee believes that the [illegible] should [illegible] to the [illegible] expenses [illegible].

Delegate Conway made a brief statement in support of the report, and stated that while the Seafarers' Union of the Great Lakes had made some mistakes, the fact remained that it was an organization struggling for its existence. He emphasized the fact that the committee had made recommendations to the effect that the Cooks' Union make an effort to reduce expenses at certain times of the year, and that unless they did so, the executive board had the power to discontinue the services of the organizers.

The report of the committee was unanimously adopted.

RESOLUTION NO. 10

Submitted by Robert Farmer

Whereas, The President of the I. S. U. of A. is permanently located in Washington, D. C., and

Whereas, The duties of the secretary-treasurer are extensive and demand all the time he can give to the performance of his duty, and

Whereas, The officers of the I. S. U. of A. ought to be in closest touch with the legislative power of the U. S. A., as far as labor laws and maritime laws in particular, are concerned, therefore, be it

Resolved, That the office of the I. S. U. of A. be moved from Chicago, Ill., to Washington, D. C., so the president and secretary-treasurer can work together from the same place and office for the best interest of I. S. U. of A. as a whole.

Your committee non-concurs in the resolution to remove the headquarters to Washington and would recommend, in lieu thereof, that whenever the president must be absent from Washington for such length of time as shall make a substitute necessary, he shall call to Washington such member of the executive board as may be able to serve, and in case no such member of the executive board is available, the executive board may select some member for such duty.

The recommendation of the committee was unanimously adopted.

PRESIDENT'S REPORT

"Continued Antagonism to the Seamen's Act"

Referring to that part of the President's report referred to us and especially to the extra or additional clauses being inserted in the articles, we desire to call special attention to each one of these clauses and to warn the membership against ignoring any such extra clauses whatsoever. Some of these clauses are nothing but a repetition of the actual law as it now stands. Some of them become so near to inconsistency with the real law that it will take a judge after a proper trial to determine whether it is inconsistent with existing law or not. Some of them deal purely with matters of safety and while as such are oil carrying vessels they are not seriously objectionable. They are not needed, because the master may make such rules with reference to lights and fire as shall appear necessary for the protection of the lives on board and the property under his charge, but there are others which seek through consent of the individual seaman to get away from the law itself and from admiralty decisions based upon the court, "Consulate of the Sea," "Scroll of Oleron," "Laws of Visby" and even of the Rhodian law.

Shipowners who impose these extra agreements upon the seamen in their service evidently do so in the hope of having the agreement so signed taking the place of the law through the force that some judge may assign to such special clauses basing their decisions upon the principles of the common law.

Of course all these paragraphs are ostensibly based upon the following, found on page 63, Navigation Laws 1915:

"7th. In regulations as to conduct on board and as to fires, short allowance of provisions, or other lawful punishments for misconduct which may be sanctioned by Congress or authorized by the Secretary of Commerce and not contrary to or not otherwise provided for by law, which the parties agree to adopt."

Dealing more specifically with some of the most dangerous of these clauses, that are of such nature as to be broadly construed, they will deprive the seamen not only of the protection which the law itself gives to him but also of any possible redress, because he is through them deprived of his right to appeal to the Court of Admiralty. One of them goes so far as to make the seamen agree that to disobey any of the extra provisions inserted shall constitute disobedience to lawful command. One clause leaves it to the option of the Master in what port to terminate the voyage. It may be at any port on the eastern coast of the United States, in Maine or Texas or any port between. The seaman may be held by the vessel and be compelled to go with her from the port where the cargo is discharged to any bunkering or dry-docking port at the Master's option. But this is by no means the worst of these extra legal insertions. The one provision found in nearly all of these insertions to the effect that the Shipping Commissioner shall act as arbitrator of any or all disputes and that such decision as he may make shall be final is intended to deprive the seaman of the right to appeal to the courts. The Shipping Commissioners Act gives no such power to the Commissioner, unless there is a submission in writing and such submission is made after the dispute has arisen and not prior to entering into the agreement. It has no right in the articles. I have discussed this clause with the Commissioner of Navigation and he admitted that it is not strictly according to law; but if the men are not willing to sign such clause, they need not. This is nothing short of inviting the men to strike to get the law enforced. If the seaman does this all the blame is heaped on him.

Perhaps the worst of these clauses is the one which provides that the men may upon the owners' will, be transferred from the vessel on which they have shipped to any other vessel belonging to the same firm. This changes the fundamental concept of the seaman's service. Under existing law he serves the vessel, he signs on the vessel.

He is to fulfil his engagement or contract with the vessel, unless she be transferred to some other national flag. He does not know the owner. His duty is to the vessel, not to the owner. His remedy is from the vessel while she is afloat and only from the owner when the vessel is no more. The seaman is bound to the vessel and the vessel is bound to him under the common hazard. This new agreement binds the seaman to the owner. He will be working for the owner of the vessel, not for the vessel. His grievance will be against the owner. His remedy is to come from the owner. But the owner may be in New York and the vessel in San Francisco or Hongkong or Antwerp. The old principle is that "the shipping articles carry in their womb the entire law maritime," and that any special clauses inserted into the articles will be scanned with care. These insertions into the articles—leaving it to the Master's opinion where the vessel shall go, where the voyage shall end, that the Shipping Commissioner shall have judicial powers, and that the seamen are to serve the owner of the vessel, and not the vessel, have their origin in England. They are the inventions of the International Shipping Federation Ltd. and were imposed upon the seaman when he was helpless to resist.

Your committee recommends that a protest against these insertions be submitted to the Secretary of Commerce and to the Shipping Board.

Second, that when committees meet with employers for the purpose of entering into agreements to be made part of the agreements to prohibit insertions in the articles of clauses not specifically agreed to at the conference.

Third, that the separate subdivisions of the International in which these clauses are used should take up these separate clauses and thoroughly discuss them in the meetings, to the end that seamen may be properly acquainted with them and their dangers.

Fourth, that where there is no agreement or where the agreements will justify such action, we recommend that the seaman should refuse to sign any articles in which such clauses are inserted.

The recommendations of the committee were adopted.

REPORT OF COMMITTEE ON INTERNATIONAL RELATIONS

Delegate O'Brien, chairman of the committee, reported as follows:

Your Committee on International Relations begs leave to report its findings and recommendations on the following questions, referred to it for consideration:

(President's Report)

The committee endorses that part of the President's report on the International Seafarers' Federation which reads as follows:

"You will see from the report that the Secretariat, Executive Council, of the Seafarers' Federation meets four times a year, and that the Federation pays the expenses of the attendance of one delegate for each country; but there seems no good reason why we should send such delegate more than once in each year. I believe that we should send one delegate to the Secretariat meeting to be held in August this year."

We recommend that this convention elect one delegate to represent this organization in the meeting of the Secretariat to be held in August, 1921.

Second, we recommend that question of representation in International Seafarers' Federation at Geneva, Switzerland, in August, 1922, be referred to our next convention.

The recommendation of the committee was adopted.

SECRETARY-TREASURER'S REPORT

International Seafarers' Federation

Your committee, recognizing the impossibility of sending delegates to Europe without incurring expense, and knowing that it is necessary for us and for the seamen of the world to be in close touch with each other in order that our interests may be safeguarded, endorses the Secretary-Treasurer's report and recommends that our per capita tax to the Seafarers' Federation remain on the same basis.

The report of the committee was adopted.

SYNOPSIS OF INTERNATIONAL LABOR CONFERENCE, HELD AT GENOA, ITALY, JUNE 15 TO JULY 10, 1920

The meeting at Genoa was held to discuss and to give effect to resolutions dealing with

(Continued on Page 11.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Seamen's Law Defense

Three marine organizations have created the seafarers' council to protect the La-Follette seamen's law. The organizations are the International Seamen's union, the National Association of Masters, Mates and Pilots and the National Engineers' Benevolent association. A committee has developed a program which includes the setting up of a local seafarers' council, or triple alliance, in each of the principal ports of the country.

"If we do not misjudge existing tendencies," says the committee, "we shall shortly have to meet the most serious efforts on the part of the shipping interests to so change the laws governing the personnel, the vessels and inspection service as to place us in a very difficult and disagreeable position.

"We believe that laws injurious to the merchant marine will be proposed. We believe that by working together and making the best use of our technical and other knowledge, we may be able to either prevent such legislation or to so modify it as to cause it to do the least hearm.

"We believe that the merchant marine service needs further laws for its protection and development; that the United States inspection service needs greater freedom from shipowners' influence in order to properly perform its very difficult and, to the public, most important duties. We believe that by co-operation we may be able to assist in these matters.

"We know that certain very inportant provisions of the seamen's act have failed to effectuate. We believe that by such co-operation we can improve upon the situation and thereby assist in bringing the operating wage cost of foreign competitors up to the American standard."

Solidarity Not Dead

The world war has not permanently divided workers in the opposing nations, according to this story, printed in the Cotton Factory Times of Manchester, England:

"Beneath the surface controversies that seem to rend asunder the whole international labor movement there exists a reality of solidarity, an example of which has just been furnished by the shipwrights' strike in this country. The shipwrights, it will be remembered; struck against the attempt of the employers' federation to reduce wages 12 shillings a week and the strike still continues. The employers turned to German yards to do the work for them at rates which the low exchange would make cheap. But at this point the German Ship Joiners' union came in. Acting through the International Wood Workers' union they placed an embargo on any blackleg work from Britain. The ship "Themistocles" of the Aberdeen line was sent to Hamburg for repairs, but the German union prohibited the work. This practical solidarity is going to matter more for the future Anglo-German relations than any amount of displomatic conferences."

Employers Favor Divided Action

Up to a few weeks ago big business insisted that the labor provisions of the Cummins-Esch law was the last word in statesmanship. Justice to the railroad employes was the glad refrain, and the public joined in shouts of joy, for "our leading citizens" spoke.

Now big business has been blocked in an attempt to smash these labor provisions, which have been in operation less than a year.

When big business found the law interfered with arbitrary wage reductions railroad managers were ordered to scrap it by rushing the railway labor board off its feet.

"We are on the verge of bankruptcy!" they shrieked.

But the favorite device—scaring the people—has failed.

The proposal is so crude, so lacking in the methods of an artistic Captain Kidd, that no one, outside of office boys for big business, has been found who is courageous enough to defend it.

The law provides regular and orderly methods to change wages or working conditions, but big business favored direct action—they demanded that the law be set aside and they be given a free hand.

And these direct actionists are responsible for the law that they would now ignore because it does not suit their purpose.

No propaganda ever equaled that conducted by the railroads and allied interests for the Cummins-Esch law, for "can't-strike" laws and for higher freight and passenger rates.

They succeeded in two instances, but labor defeated their plan to make strikes criminal. The present railway labor board —two representatives of employes, railroads and the public—was agreed to.

The sincerity of the railroads is now shown in their attempt to defeat the purpose and the spirit of the law.

No group of employers ever made such a sudden about-face, or so quickly ignored a public opinion they created. Neither did the defenders of such a group so quickly muffle brass-throated notes that were pitched in defense of "can't-strike" legislation and higher rates.

If it were necessary to prove the need for solidarity among railroad employes, reaction again presents the evidence.

Wages and Prices

"Labor is the human side of industry and must be considered in the terms of men and women and children," says J. R. Clynes, of London, England, trade unionist and member of parliament, in discussing wages and prices in a local newspaper. Clynes was British food controller during a portion of the world war.

"Sacrifice can not be carried far by the families of wage earners," he said. "Life standards must be maintained.

"Prices were raised very soon after the war began, and long prior to any demand for increased wages. Indeed, that demand arose only because the pressure of ascend-

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Legislation which would prescribe the manner in which all civilian guards in Germany are to be disbanded is now being drafted by the Ministry of the Interior. After being submitted to the Cabinet the measure will be presented to the Reichstag for approval.

A Buenos Aires dispatch states that two persons were killed and a number of others were wounded in a recent clash between laborers and police at Villaguay, province of Entre Rios. The police, the account states, resisted an attempt by the laborers to release an imprisoned comrade. Further labor troubles are expected to arise.

German sailors thrown out of employment by the delivery to the allies of the German merchant fleet are to be reimbursed to the extent of $14,292,000. Two-thirds of the sum is to be paid by the shipowners and one-third by the Government. An agreement to this effect was reached at Hamburg on Feb. 4 after two years' negotiations.

Martial law has been proclaimed in the industrial districts of Bohemia. Over 50,000 miners in the Kladno colliers are on strike and have established a soviet, confiscated large estates and are in undisputed control of this district. Labor in German Bohemia has declared its solidarity with the Prague movement and a general strike has been initiated.

Reports from Amsterdam state nearly 8000 of the 10,800 members of the Diamond Workers' Union there are idle and the bottom seems to have fallen out of the world's diamond market. Experts in precious stones in that city and in Antwerp say an era of financial strengency has supplanted the epoch of free spending to such an extent that precious stones have become a drug on the market, although prices are being maintained.

Eight hundred trade union delegates met in London, January 27, to consider unemployment problems. They approved the Labor party program, which includes government work or maintenance for all; prohibition of overtime in the various crafts; road building and other public works; reduction in military commitments, and peace with Russia. A committee was appointed to present these demands to the government and the convention adjourned until February 23, when it was said a strike may be considered if the government fails to act.

Judge Beeby, president of the New South Wales board of trade, has ruled in favor of a 44-hour week in the building trades. "The adoption of a 44-hour working week in the building trades group of industries," he said, "will not seriously injure the trade of any of the said industries or result in serious public mischief or a sudden increase in the cost of building operations. There will be some addition to building cost resulting from the sudden introduction of a universal 44-hour week, but some of this can be recouped by improved methods of production and by the creation of a more intimate industrial relationship between management and workers. Better organization of the industry and improvement in plant and methods will make up for most of the decrease in production flowing directly from the shorter working week."

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STOCKTON: 6 N. California
SAN JOSE: 58 W. Santa Clara
SALEM: State and Commercial
PENDLETON: 755 Main St.
SPOKANE: Riverside & Post
LEWISTON: 521 Main St.
PORTLAND: 326 Washington
BELLINGHAM: Holly & Commercial
EUREKA: 210 F St
ABERDEEN: Heron and H Sts.
OAKLAND: 1128 Broadway
FRESNO: Mariposa and J Sts.
SACRAMENTO: Tenth and K Sts.
BAKERSFIELD: 20th and Chester
EUGENE: 7th Ave. and Willamette
CENTRALIA: Salzer Block
TWIN FALLS: 116½ Main Ave. N.
RENO: 16 E. Second

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Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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INFORMATION WANTED

Olaf Nyhagen, a native of Bergen, age 36, is inquired for by his mother, Mrs. Dina Nyhagen, Bergen, Norway 4-28-20

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

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Pacific Coast Marine

A London dispatch to the marine department of the Chamber of Commerce states that a telegram from Barcelona has been received saying that the steamer "Fresno" was on fire and probably about 600 tons damaged to the extent of about 50 per cent. Some of the cargo was discharged on the dock.

A reduction of $4 has been announced by Struthers & Dixon on the canned fish rates from Pacific Coast ports to the Orient. The former rate of $16 has been slashed to $12. Salmon and sardines have been taken out of the regular tariff quotations, according to the freight department of Struthers & Dixon and given a rating of their own.

W. R. Grace & Co. have chartered the American schooner "George E. Billings," 1105 tons, to carry lumber from the Columbia River to Callao for $25. The schooner "H. K. Hall," 1105 tons, has been chartered by J. J. Moore & Co. to carry redwood from Humboldt Bay to Sydney at $20. The British steamer "City of Vancouver," 3525 tons, has been chartered to load wheat from Portland to the United Kingdom by Kerr, Gifford & Co.

Numerous applications have been filed for the position of traveling inspector of hulls and boilers for this district. The vacancy occurred, following the resignation of Captain Joseph J. Meaney some months ago. Among those named as likely candidates is Captain Joseph Liddy. Other well-known shipmasters are mentioned as appointees to the position. Captain Meaney resigned to assume command of the freighter "West Inskip," which is at present lying in port at Boston.

On March 9 the 10,000-ton freighter "Eurymachus" of the Blue Funnel line will sail from Liverpool for San Francisco direct. The "Eurymachus" is one of the fastest vessels in operation between Europe and San Francisco, and is expected to make the direct run via the canal in thirty days. On her last entry the craft brought a shipment of $10,000,000 in gold and silver bullion from the Orient. The "Eurymachus" will clear for the return trip April 9 for Liverpool and Glasgow.

The tanger "Gargoyle," 10,000 tons, built by the Moore shipyards for the Vacuum Oil Company, completed her trial trip and was pronounced in good condition by officials of the oil company and those representing the builders who made the trip to Point Reyes. The "Gargoyle" behaved very well in her run up the coast and developed a speed approximating 14 knots. She is built to carry about 75,000 barrels of oil. The Vacuum Company has not announced where the first run will be.

Eastern newspapers and shipping publications are profuse in their praise of the new Shipping Board 535 liner "Hawkeye State," assigned to the Matson Navigation Company to run between Baltimore, San Francisco and Honolulu. The vessel recently made a remarkable showing on her trial run at Baltimore. One New York paper declared that the "Hawkeye State" was the largest vessel built for the Shipping Board and "probably the finest passenger ship ever built in the United States."

Under date of February 2, Chairman Benson announced that the agreement between the United States Shipping Board, and crews of Government merchant ships on the Pacific Coast, would be terminated after thirty days. The termination is to be preceded by a conference to be held at Washington, D. C., for the purpose of negotiating a new wage and working condition agreement. All masters, mates, deck officers, foremen, seamen, and other employes on Government merchant ships on the Pacific are affected.

Broken in four pieces the steamer "Klamath," which recently smashed upon the rocky coast near Del Mar landing, is rapidly being beaten into small pieces, according to Capt. Cecil Brown, marine surveyor, who returned from the scene of the wreck. According to Brown, who acts for the underwriters, the vessel's hull is filled with holes. She has broken aft, amidships and forward. Brown succeeded in taking all the small removable articles from the wreck. He intends making an effort to salve the engines from the steamer within the next two weeks.

Travel demands to and from the Hawaiian Islands are much greater than in the past, probably 25 per cent. greater, according to officials of the Matson Navigation Company, and bookings on the Matson Line are being severely taxed for this summer, despite the addition of the "Hawkeye State" and "Buckeye State" to the fleet. Reservations are already being made into 1922 upon special requests, but the company declares that thus far all immediate demands have been met. Travel from Honolulu to San Francisco is particularly heavy.

The tanker "Dilworth," which was turned back to the Shipping Board upon her arrival at San Francisco from Prince Rupert, has been taken over by Struthers & Dixon, agents for the Shipping Board tankers on this coast. She will be held here until a cargo offers. The tankers are used for carrying fuel oil to tanks in Manila and Shanghai, from where Shipping Board oil burners are "bunkered." As the tanks are all full at present, there is nothing for the "Dilworth" to do but wait until oil is needed. She will not be used in the molasses trade, as was believed, according to Struthers & Dixon.

The first of the fleet of eleven German sailing ships bought by the Robert Dollar Company from the British Admirality, to whom they were assigned by the terms of the peace treaty, arrived in San Francisco recently in tow of the steamer "Providencia." The "Hans" is one of the few surviving sailing vessels of the type which made the American flag famous half a century ago in every port in the world. She was built to carry heavy freight in the days before the steamer was perfected and although she has been in continuous service for many years, with the exception of the time she was interned at Santa Rosalia during the war, she seems to be in fair condition.

Advices to the marine department of the Chamber of Commerce received recently are that the motorship "Balcatta" was towed into Talcahuano, bottom up, on February 10. The records in the Chamber of Commerce show that the "Balcatta," from San Francisco November 27, struck on Lobitas rocks, near Talara bay, got off, and proceeded to Paita, arriving there December 29. She was examined and was to proceed to Callao December 31. She arrived at Callao January 6, leaking slightly, with her machinery damaged. A later report stated that she was leaking at the rate of twenty-four inches an hour.

Shipping interests have petitioned for the installation of Government wireless apparatus at all stations of the coast guard along the Pacific coast, as a further means of quick assistance to vessels in distress or for protection of life on wrecked vessels. Wireless sets at each coast guard station would permit the life savers to pick up "S O S" calls and render prompt aid. District Superintendent of the Coast Guard Captain Peter Jensen states that the installation of wireless equipment at these coast guard stations would be invaluable. It has been pointed out that the government has much wireless equipment at coast navy yards which was purchased during the war and which could be utilized.

Due to the fact that a regular traffic in stowaways is suspected by the officials of the Matson Line, steps are to be initiated for abatement of the evil. Hereafter stowaways who attempt to go to San Francisco from Hawaii on vessels of the Matson line will be transferred to passing steamers on the high seas and sent back to Honolulu. This plan was announced recently when officials of the Matson Company declared they had uncovered a plot to bring Orientals as well as Hawaiians into this port by stowing them aboard their steamers. As soon as a stowaway is discovered on one of the steamers, wireless calls will be sent broadcast and the nearest westbound Matson vessel will go to the scene and take the stowaway to the islands. It is said that men placing stowaways aboard the steamers have asked as high as $80 a head.

The motor-ship "Siam," which caused a flurry of excitement on the coast because of her race against time to meet a time charter at Vancouver involving $45,000, which expired February 15, arrived at Vancouver two days before expiration of the time limit. The "Siam" was chartered to carry grain from Vancouver to the United Kingdom. She came all the way from Europe in ballast to meet the charter time limit, arriving at San Francisco last week and being met by a crew of sixty carpenters, who began immediately the work of lining her. In the "Siam" is reflected the condition of the charter market all over the world. It is rather unusual to bring a ship half way across the world in ballast to take on a cargo for the ports from which she came.

The "Wolverine State," second of the 502's to be delivered to the Pacific Mail for the Manila-East India service, has arrived in San Francisco. An innovation in the Pacific Mail passenger service was made on the trip in the form of a daily bulletin of ship happenings distributed to everyone on board. It was edited by Poggi and proved popular among the passengers. The paper told of the doings aboard ships and also loosed some secrets which are ordinarily circulated among the passengers by word of mouth. Captain Porta suggested the idea in order that rumors might be carried authentically. Poggi's publication carried the news of the ship and advised the passengers of the things which were to be sighted. This service was in addition to the regular wireless bulletins that are a part of the regular service.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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(Continued on Page 11)

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To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, FEBRUARY 16, 1921.

JUSTICE MUST PREVAIL

The Preparedness Day bomb cases continue to engage attention in all parts of the civilized world. They have developed into a serious problem, demanding immediate attention and righteous solution. As tides of prejudice and intolerance recede, the slime of the most sinister conspiracy in modern times is revealed. Exposure upon exposure, and confession after confession, has succeeded in producing utter collapse of the fraudulent mass of evidence upon which the cases were fabricated.

The expose of Oxman and confessions of Estelle Smith have been closely followed by impeachment of the testimony given by the Edeau women, which was further discredited by the confessions of Draper Hand, who was one of the police investigators connected with the trials.

Recently Richard W. Smith, who was also connected with the police department investigations, disclosed the physical impossibility of the defendants' guilt, by statements that proved the Mooneys far removed from the scene at the time of the explosion. He also corroborated their alibi, and added the charges that Fickert knew of the innocence of Tom and Rena Mooney before he prosecuted them for the Preparedness Day bomb deaths; inasmuch as he was with Smith when the latter identified the Mooneys as the couple he himself had seen on the roof of the Eilers Building, at a time which precluded the possibility of their participation in the outrage.

At the present time, as we go to press John McDonald, whose testimony ranked second in importance only to that of Oxman, is a burdensome responsibility to District Attorney Brady until such time as his confessions are properly recorded before the San Francisco Grand Jury. The unfortunate victim of narcotic habits was one of the deciding factors for conviction. With oppressive guilt upon his conscience, agitated by failure to receive the promised share of the $17,000 reward, he is now ready to lay bare his own inhuman part in the frame-up. He admits that his testimony at all the trials was false, and that he was coached and drilled to such extent that he almost believed his own despicable lies.

Mutual interests of certain social and political elements have succeeded in sustaining this diabolical travesty on justice in California. For sake of the integrity of our jurisprudence, if not for the commonest attributes of humanity, the ends of justice must be served. Those who wilfully persist in blocking the fulfilment of a fair and impartial trial are a menace to the happiness and welfare of our people. Let them take heed to themselves of the proverb that "the mills of the gods grind slowly but they grind exceedingly fine."

PECULIAR ASPECTS

There is strong ground for belief that the general apathy displayed towards the unfair treatment accorded Mooney and Billings can be traced directly to the fact that a number of reputed leaders connected with the labor movement in San Francisco have manifested extreme enthusiasm in fastening the stigma of guilt upon all of the bomb case defendants from the very inception of investigations. Not only have a number of these "worthies" (?) failed to realize the enormity of their attitude, and the destructive effect of this colossal frame-up upon the progress and welfare of the labor movement, but they have never failed to avail themselves of every opportunity to give aid and comfort to the persecutors. All principles and human attributes seem to have died within them. Even at this late day, with every evidence of the frame-up exposed, machiavellian instincts seem to control from the circle which at one time was considered representative of labor's sentiments and ideas.

The Labor Clarion, an alleged labor paper, and official organ of the San Francisco Labor Council, recently unloaded the following choice editorial comment:

> Another sensation has been thrown to the public in the Mooney case by the publication of an alleged confession made by John MacDonald at Trenton, N. J., last Monday. In the alleged confession MacDonald is said to have sworn to a statement that he was coached in his testimony in the Mooney case by District Attorney Fickert and that he did not tell the truth. If the newspaper stories are true MacDonald has perjured himself in a very serious manner. If he did not tell the truth at the trial then he has been guilty of sending an innocent man to the penitentiary on perjured testimony. If he is not telling the truth now he is endeavoring to liberate a guilty man. In either event, if published stories are true, MacDonald should be in the penitentiary. It has been commonly reported since MacDonald's first appearance in the case that he is a victim of the use of narcotics. If this be true he is a dangerous character to be at large and should be confined in some State institution where he will not be able to do any more damage. The Grand Jury is said to be making an investigation of the entire Mooney matter and it is to be hoped it will go to the bottom of all these newspaper reports and give the facts to the public so that if there has been a miscarriage of justice in the case the wrongs may be righted as nearly as is humanly possible at this late day.

In full accord with forces of oppression, the Labor Clarion determinedly ignores the big issue of the frame-up system. It attacks a creature of the prosecution in a manner calculated to work adversely to the defendants.

The world has stood amazed at the callous indifference displayed by reactionaries in the labor movement at San Francisco towards the aggressive and vicious tactics of labor's enemies. Many seek vainly for plausible explanation for such an attitude. The average worker finds it difficult to understand what can be the real influence responsible for continued prevalence of such conditions, and there seems no reasonable explanation.

When the various aspects of the whole situation are considered, there is some foundation for a suspicion that there might be hidden forces operating of a more potent nature than political or industrial. Such wrongs as are suffered by the victims of a diabolical persecution can never be righted. The long days of mental anguish borne by those nearest and dearest to the injured cannot be erased; but we hope that when the light of exposure is complete, we shall discover the hidden influence responsible and prepare to guard ourselves accordingly.

Making port in a dense fog can no longer be considered a hazardous task for modern ship captains. One of the latest accomplishments in scientific navigation is steering by radio.

Recently while lost in an impenetrable fog off Point Sur, the Shipping Board steamer "Arizonian," feeling her way for the Golden Gate, and not trusting her "dead reckoning," called on Lieutenant McCoy, radio chief at Twelfth Naval District headquarters in the Sheldon building, for aid, which was furnished in a most successful manner.

For eight hours Lieutenant McCoy, up in the Sheldon building, directed the course of the big steamer by wireless and brought her safely to port.

Working from the three apexes of the triangle formed by the radio stations at Point Reyes, Bird Island and Point Montara, Lieutenant McCoy, with the aid of Lieutenant Wilcox, issued instructions every half hour to the captain of the "Arizonian," from whom the sun had been hidden so long he was apprehensive of piling up on the rocks, telling him exactly where he was.

Aiding in the "wireless navigation" was also Radio Operator Glass of the Farallones station.

Acting in behalf of the Vienna office the Post Office Department at Washington requests that senders of parcel-post packages consider the marking of packages for Austria with the notation "If undeliverable, deliver to the poor," or with some similar notation to indicate the wishes of the sender in case the return of the undeliverable package is not desired.

Packages which are returned from Austria as undeliverable are subject to the payment of charges, made up of a sum equal to that originally paid for postage and the sum due for "a return transit charge," imposed by the Austrian postal administration, varying from 40 to 55 cents for each package, according to its weight.

We are compelled to disagree with the opinion expressed in the columns of the Labor Clarion relative to the "Rank and File." Members of organized labor will find interesting matter contained in the columns of the Seattle Union Record, the Butte Bulletin, and the San Francisco Rank and File, at least they champion the cause of the workers.

The JOURNAL is in receipt of an able article by Thomas E. Zant, a unionist of long standing, which is a convincing argument against purchase of the obsolete Spring Valley water system. We agree with the spirit of the argument and as trades unionists have other reasons for opposition to the proposed purchase b the City. We desire to know what individuals or interests will be benefited or strengthened by expenditure of the money, and at present lack the necessary information. We regret that space does not permit reproduction of the article in full.

When speaking of a vessel's tonnage, very few seamen realize the origin of the term. With the inception of the wine trade between France and England, after the Norman conquest 1066, the French wines were shipped in large barrels called "Tonnes," which contained about 250 gallons each. This resulted in a vessel's size being judged or described by the number of "Tonnes" which she could carry.

HOW TO MEASURE A RIVER

The United States Geological Survey, Department of the Interior, frequently receives letters inquiring for some simple method of determining approximately the flow of creeks or small rivers. The following instructions may be of some value to those who wish to determine roughly the velocity or the volume of a stream.

Choose a place where the channel is straight for 100 to 200 feet and has a nearly constant width and depth; lay off on the bank a line 50 or 100 feet in length, marking each end; then throw small chips into the water and allow them to float downstream, noting the time the chips require to travel the distance laid off on the bank. The surface velocity in feet per second may be found by dividing the distance in feet passed over by the chips by the time in seconds the chips take to travel this distance. The average of several such determinations will give the mean velocity of the surface of the stream. The surface velocity multiplied by 0.80 gives very nearly the average velocity of the whole stream, from surface to bed.

To determine the area of the cross section of the stream, stretch a tape from shore to shore and take the depth of the stream at intervals of 2 to 5 feet. Compute the average of these depths in feet to determine the mean depth of the stream. This average multiplied by the total width in feet will give the area of the cross section of the stream in square feet.

The discharge—that is, the quantity of water flowing in the stream—is found by multiplying the area of the cross section by the average velocity as determined by means of the chips, the result being the discharge in second-feet, or, in other words, the number of cubic feet flowing past the point of measurement every second. A cubic foot contains 7.48 gallons.

On application to the Mercantile Marine Office at any port in the United Kingdom, torpedo badges can be had by the next-of-kin of members of the Merchant Service who have lost their lives through enemy torpedoes or mines.

Always demand the Union Label!

PERSEVERANCE REWARDED

Through the good offices of Attorney H. E. Foster of Seattle, Washington, the Journal has been favored with the following interesting record:

February 8, 1921.—I concluded a matter in the United States District Court here today that is of special interest to seamen, as I view it.

Late last fall, J. Strelneck, American A. B., signed for a voyage on the "West Ivis" to points in the Far East and return. While the vessel was at Kobe, Japan, Strelneck, together with about one-half of the crew, left the vessel without a permit. (No permit had at any time been required.) These parties went ashore and visited a life-saving station of course, or rather, a drinking station. Strelneck got too much drink and when he awakened the next morning his brothers had left him and the vessel had cleared for Yokohama. He secured a train and reached Yokohama about the time the vessel was to depart for the United States. The skipper of the vessel had made a regular report to the American Consul that Strelneck had deserted the vessel at Kobe, and he was therefore logged as a deserter. Strelneck was sent out to the vessel on a launch but the skipper would not take him aboard. Strelneck therefore found himself in Yokohama without clothes, without identification papers and with little or no money.

The master of the "Empress of Russia" kindly brought him over to Vancouver and turned him over to the American Consul. The "West Ivis" subsequently touched Vancouver and Strelneck endeavored to go aboard the vessel but the skipper would not permit him to go aboard. The American Consul sent him down to Seattle, his home port. The master of the "West Ivis" made his report to the shipping commission logging Strelneck as a deserter, depriving him of his wages, etc.

Strelneck called upon the shipping commissioner for assistance and was advised that there was no way he could receive assistance. The shipping record showed that he had deserted the vessel at Kobe and had been entered as a deserter at Yokohama and he was regularly logged as such. I talked with the shipping commissioner about the situation and was advised that nothing could be done.

I asked one of the judges of the United States District Court to give me a hearing on the matter, and I had a hearing on oral evidence. As a result of the hearing the judge ordered all entries on the records logging Strelneck as being a deserter expunged from the records and restored him to all his rights and entered an order directing that everything be returned to him, including his wages, etc. As a result of this Mr. Strelneck gets all his possessions and money and is restored all his rights.

Yours truly,
H. E. FOSTER.

The foregoing is a striking example of intelligent action, coupled with perseverance upon the part of Comrade Strelneck. In obtaining his rights he has materially benefited not only himself, but others who might be subject to the same unfair treatment by hostile or over-officious shipmasters.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Feb. 14, 1921.

Regular weekly meeting came to order at 7 p. m., J. Vance Thompson presiding. Secretary reported shipping dull; members ashore plentiful. The full Shipwreck Benefit was paid to the members of the crew of the S. S. "Klamath."

ED. ROSENBERG,
Secretary.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary.

Vancouver, B. C., Feb. 7, 1921.
Shipping very dull; prospects uncertain
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Feb. 7, 1921.
Shipping dull.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Feb. 7, 1921.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Feb. 7, 1921.
Shipping poor; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Feb. 7, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Feb. 7, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Jan. 31, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Feb. 10, 1921.

Shipping slow. Many members ashore. Full Shipwreck Benefit ordered paid to five members wrecked on Stmr. "Klamath." It was decided that Agent elected proceed to Portland, Ore., and establish Agency as soon as possible.

EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Feb. 3, 1921.
Shipping slow; situation unchanged.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Feb. 3, 1921.
Shipping dull; prospects uncertain.
JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

William A. Sinclair, No. 3188, a native of Scotland, age 33. Died at Seattle, Wash., February 7, 1921.

Alex Tura, No. 1268, a native of New York, age 22. Died at San Francisco, Calif., February 8, 1921.

Knut Hamsun, Norwegian author, who won the 1920 Nobel Prize for literature, was formerly a conductor on the old Halsted Street horse-car line in Chicago in the early 'eighties.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

THE "SEQUOYA"

In their attempts to undermine American shipping by hoodwinking Oriental labor and setting at naught the provisions of the La Follette law, the British shipowners are manifesting a species of persistency and unscrupulous shrewdness worthy of a better cause.

Mr. James E. Sullivan, leader of the Oriental Seafarers' Union in New York brings us the latest information concerning the doings of the owners of the British steamship "Sequoya," of Hongkong, in dealing with Chinese crews.

On December 29, according to Mr. Sullivan, the "Sequoya" engaged, and signed a Chinese crew, all members of the Oriental Union. The crew signed the usual agreement for one year, at the union scale of wages in each department, to be paid off in the United States north of Cape Hatteras. On February 1st the men were discharged before the ship had left port without cause or excuse, and a complete new crew of other Chinamen were engaged at a flat rate of wages of $60 per month all around.

But Capt. Philips of the "Sequoya" had signed the special contract relating to wages, terms of service, etc., which the members of the Oriental Union insist must be attached to all shipping agreements, especially in foreign ships. Moreover, the owners had paid one month's advance to a Chinese master furnishing the crew which is likewise invariable practice in engaging Chinese crews. It now appears that the owners of the "Sequoya" merely wanted a crew to work by the ship while in port, and as soon as their month's advance had been worked up discharge them and engage a non-union crew at a lower rate of wages. Whack up both advance bonanzas with the Chink boarding masters.

It was an ingenious scheme but it did not work out to the entire satisfaction of its promoters, because Mr. Sullivan of the Oriental Seafarers' Union is himself a native of New York's Chinatown, born and reared in the heart of it, and wise to all the wiles of the "heathen Chinese." The Oriental seamen in New York repose absolute confidence in him, and he has them so well educated in unionism and "Melican" law that they sometimes cause the British shipowner no little concern.

When the crew of the "Sequoya" were ordered ashore they reported at once to Union Headquarters, 66 New Bowery. Mr. Sullivan placed their case in the hands of Attorney Frederick R. Graves with instructions to proceed at once against the "Sequoya" for everything it was possible to secure for those ill-treated Chinamen. Meanwhile a delegation of Chinese members went quietly aboard the ship and induced the $60 crew to leave. Another crew was engaged from some source for the same wages with a like result. The "Sequoya" now lies abandoned in her own neglected brine, to the discomfiture of her owners. The advances have been paid before the ship left port, and if this of course should be aired in court it will be likely to result in benefit to the American Merchant Marine and disaster to further machinations of our British rivals.

For a long time past it has been the common practice of certain classes of British ships trading regularly between New York and Chinese ports, to engage Chinese crews, sign them on for from twelve to eighteen months to trade "to and fro" between the United States and China. These crews were signed for the American rate of wages; and the shipmasters signed the special union contract above referred to. They likewise pay one month's advance to Charlie Yow.

As soon as the ship arrived in Hongkong, however, the crews would be discharged on the ground that this course was lawful since Hongkong is a British port, and the Chinese crews were in their home land. Having got rid of their highly-paid crews the next act on the program would be to ship a new crew of green coolies for $29 in American money, carry them about ten or twelve months at that rate of wages, and eventually dump them ashore in New York with half pay, $14.50 per month, and mark them down as deserters.

This practice, Mr. Sullivan informs us, has been in vogue for a long time, until it received a check from a crew of its own dupes recently, at Honkgong, in the case of the very ship under discussion, the "Sequoya," which clearly shows that in organizing the Oriental Union in New York we have carried the Seamen's Union war into China.

The record in this case has been forwarded from Hongkong to New York by Messrs. George K. Hall Brutton, solicitors at Hongkong, representing thirteen members of the former Chinese crew of the "Sequoya," who have brought suit at that port to recover $22,000 for alleged illegal discharge, full wages for the uncompleted voyages and transportation back to New York.

The record is accompanied by a letter of transmittal from Messrs. Brutton & Co. addressed to the Eastern and Gulf Sailors' Association, and an identical letter addressed to the Oriental Seafarers' Union.

In their letter Messrs. Brutton & Co. set forth the facts in the case, and notify us that a commission is about to be appointed under authority of the Crown to take testimony in New York relative to this case, and that both sides to the controversy will be granted equal opportunity to be heard (viva voce) before the commission through competent interpreters. They therefore advise us to agree on counsel to represent our combined interests before the commission. This letter was dated at Hongkong September 16, 1920, and in compliance therewith Mr. Frederick R. Graves, attorney and proctor, of 256 Broadway, New York City, was retained to represent the unions before the commission.

The commission has now completed its investigations and its report is on the way to Hongkong, where in due course it will be officially submitted to the honorable, the Supreme Court of Hongkong (admiralty jurisdiction), for review and final jurisdiction. Meanwhile we have barely space at present for a brief résumé of the main incidents of this interesting case.

A close scrutiny of the "Sequoya's" shipping articles shows that they were originally opened at Hongkong, the "Sequoya's" port of entry, on June 6, 1919, and were signed by the original crew on June 13, 1919. On September 9, 1919, 22 Chinese seamen were signed at New York on the same articles to replace "deserters." And that was the beginning of trouble.

In addition to the usual stipulations, the following memoranda is attached to the Articles:

"I hereby agree to engage twenty-two (22) men who are now stopping at the Canton Boarding House, 48 Mott Street, New York City, on board the British S. S. 'Sequoya' for a voyage from the port of New York to the Orient, thence to and fro, for a period not exceeding eighteen (18) months, at the American rate of wages as follows: Firemen, $90 per month; crew cook, $90 per month; sailors, $85 per month; quartermasters, $87.50 per month; carpenter, $100 per month; boatswain, $95 per month; storekeeper, $95 per month; oilers, $95 per month.

"I also agree to pay the above-mentioned crew American rate of overtime, sixty (60) cents per hour.

"(Signed) W. PHILIPS,
"Master British S. S. 'Sequoya.'"

This memoranda is sealed with a U. S. 2-cent postage stamp, with Captain Philips' signature as "master" written across its face.

The "Sequoya" arrived at Hongkong on March 29, 1920. Immediately upon arrival the crew were mustered and informed that they would be paid off the following day. On March 30 the crew list and accounts of wages were delivered to the superintendent of the Mercantile Office and the members of the crew engaged at New York were notified to assemble for their wages.

But thirteen of their number saw through the ruse and refused to be browbeaten. Instead of accepting the wages proffered, they demanded full wages for the entire period signed for and transportation to New York, with costs; holding fast to the special contract.

On this demand being denied them they promptly libeled the ship and carried their claims to the Court of Highest Admiralty Jurisdiction in Hongkong through the legal intercession of Messrs. Brutton & Co., as already stated.

If that isn't going some for "docile" Chinamen, may we all be tarred for backstays.

In their defense, the owners rely solely on a typewritten slip pasted on the title page of the Articles at the time they were opened at Hongkong, stating that the voyage was to terminate at that port. But the plaintiffs contend, and we believe rightly so, that the stipulation is not

binding upon them since they were not made aware of its existence until they reached Hongkong. Their only understanding when they signed was that they were to "trade to and fro" between the United States and the Orient for a period not exceeding twelve months, at the terms agreed upon, and that they were subject to discharge at either end, according to circumstances at the end of that time.

From our own intimate knowledge of the British shipowners' method of dealing with Orientals, we feel in duty bound to give those Chinamen the benefit of the doubt.

The outcome of this peculiar case is bound to be watched with interest by the organized seamen of the United States.

But we believe the government and shipowners of the United States should sit up and take notice as well. It must be borne in mind that all these men received advances approximating $100 each in the port of New York. This does not, of course, appear on the Articles. It is a separate transaction; for obvious reasons it is kept obscured, but we know that no Chinese seaman ever leaves the Canton Boarding House at 48 Mott Street without signing for it, and that all British and many American ships are still paying it, the provisions of the La Follette law to the contrary notwithstanding. It will be interesting to see whether the Supreme Court of Hongkong will set aside these advances in deference to the American law as being an illegal transaction in the port where the plot to violate the law was consummated.

Chinese are excluded by law from entering the United States and competing with American labor on land. But by the same law they are included among those eligible for service in American ships.

If British or other foreign ships are permitted to bring them here in shiploads for coolie wages and then dump them ashore on American soil, how long will it be before our entire Merchant Marine will become Orientalized and the American youths now in the service will be compelled to take again to the tall timber and remain there for good? When the Chinese Exclusion Act was passed and when it was repeated we had no Merchant Marine to defend, and the intrusion of Chinese seamen into the sea service at that time was unimportant, but now that we have taken a leading place among the maritime nations of the world is it not time that American seamen as well as landsmen should be protected from the menace of coolie labor?

All foreign ships should be prohibited under severe penalty from discharging or otherwise disposing of Oriental crews in the United States.

If the American Shipowners are sincere in their oft-reiterated desire to promote the interests of American shipping they should show proof of that sincerity by joining issue with the Seamen's Unions in opposition to Mongolian invasion, which now menaces the present welfare and future success of our Merchant Marine, and putting aside all antipathies bear a strong and willing hand for the extirpation of this explanation of quasi-slave trade which is slowly but surely undermining American law, American idealism and American commerce at one and the same time. JAMES H. WILLIAMS.

LATEST MILITARY ALIGNMENT

According to information recently sent to Congress by Secretary Baker France has the greatest standing army in the world. Counting its active and reserve forces, Italy is the world's leading military power.

France's regular force is 732,000, consisting of conscripted French and colonial troops; and in addition, it had 1,500,000 men enrolled in the reserves. Italy's regular force numbers 350,000, but its reserve consists of 4,627,000 men, including 3,000,000 mobile militia of the first class, 1,000,000 territorial militia as second line reserves and 114,000 carabiniers and royal guardsmen.

Japan's military forces, according to the secretary's figures, comprise 1,918,000 men, including a regular army of 273,000, a first reserve of 532,000, a second reserve of 667,000, a national army consisting of men between 37 and 40 years, of 246,000 and 200,000 men enrolled for replacements.

Great Britain's army of white troops totals 295,000, the report said, with 130,000 additional native and colonial troops, plus 233,000 men in the territorial armies.

Italy's army expenditures for the current fiscal year were placed at 1,812,000,000 lire; France's at 4,237,000,000 francs; Great Britain's at 190,155,000 pounds and Japan's at 210,000,000 yen.

Regarding the strength of the Japanese army next year, Baker said: "It is known to be in excess of that for the fiscal year ending March 31, 1921."

The German army, the report continued, was 150,000 men, allowed until January 1, 1921, under the Versailles treaty.

THE RED PLAGUE.

Surgeon-General H. S. Cumming of the United States Public Health Service calls upon all organized groups to assist in spreading correct information on the red plague—a new name for venereal diseases. Since Congress in 1918 directed the Public Health Service to provide educational and medical facilities for the control of gonorrhea and syphilis, the campaign to eradicate these diseases has come to rank as one of the major public health activities.

"To spread this information," says the Surgeon-General, "associations of parents and teachers have been approached through the mail and through their publications. Letters and pamphlets have been sent to all churches and libraries. Editors of newspapers, fraternal and labor journals have received material for publication. Societies of college students have been asked to discuss the problem at their meetings. Rotary clubs and chambers of commerce have been reached. Efforts are being made to interest employers in industrial establishments, and through them to make available to all employes the information which the Government offers.

"The result of these efforts have been gratifying. Fraternal orders, which carry sickness, accident, and life insurance, have published articles in their official journals.

"Without the co-operation of groups such as these, it would be impossible for the Public Health Service and the State boards of health to reach the great mass of the people. With their assistance this may be accomplished. And it is only when all the people know about the venereal diseases—how they are contracted, and how they may be avoided, and where they may be treated—that they will cease to be a menace to the health and happiness of the American people."

HOW COFFEE WORKERS LIVE

In the annual report of the Bureau of Labor this sidelight on the lives of Porto Rico workers employed in the coffee district is shown:

Normal wages of 50 cents a day for 10 and 12 hours reduced to a weekly income of $1.50 to $2.50 during the eight months of dead season. Fathers and sons are generally barefooted with 50 per cent of the mothers and daughters provided with the poorest kind of footwear, only to be used on Sundays and holidays to attend church.

These workers enjoy no kind of recreation; they never hold meetings, nor do they know of the latest inventions or expressions of the human mind.

They only work hard to eat badly and sleep worse, on hard boards under the most confusing and unsanitary crowding. They grow up to premature old age and death.

Medical attendance hardly reaches these places on time. Municipal governments at times cannot afford the payment of an adequate salary to a physician, requesting of him, only in case of extraordinary emergency, to visit the districts far distant from the town. As a result patients are brought to the consultory of the town doctor and prescriptions are filled gratis so long as the appropriation for such services is not exhausted from the municipal budget.

THE "ZIGZAG" CLOCK

Inventors of the "zigzag" clock, Captains Wyatt and Lewis, two former British naval officers, have presented their claims for awards for their invention, which, they say, made possible the carrying of thousands of troops across the Atlantic during the war. By means of this device the helmsman was able to alter the course of a ship in time to avoid being torpedoed by a submarine. The Royal Commission on Awards and Inventors has taken the matter under consideration. Commander Wyatt read a letter written by Admiral Sir Richard Webb, who declared that "zigzagging" was most efficacious in warding off submarine attack. The witness explained that the clocks were used with large convoys of American troops, which, when preceeding at a rapid rate, had to zigzag, and unless they had some synchronized method of doing so there would very soon have been collisions. Mr. R. Moritz (for the Treasury) agreed that these clocks were an extremely useful anti-submarine weapon. Zigzagging could not have been adopted successfully apart from a clock, but there were other clocks.—Pittsburg Dispatch.

Always demand the Union Label!

OUR WASHINGTON LETTER

(By Laurence Todd)

Brindell "Labor Boss"

When word reached the officials at American Federation of Labor headquarters here this morning that R. P. Brindell of the New York Dock Builders, president and boss of the New York Building Trades Council, had been found guilty on the first ballot by the jury trying him for extortion of a $5000 bribe for the calling-off of a strike, there was not a word of sympathy for him.

Brindell has fought his way to wealth in New York by the use—and the flagrant misuse—of the building trades unions upon which he has in a few brief years imposed his irresponsible will. No building contractor, no anti-union bigot, no hypocritical aristocrat in the Union League Club could be more resentful at Brindell's arrogant power of a few short weeks ago than have been the bulk of the building trades mechanics in New York City. He had cheated them of what little self-determination the labor movement had given into their hands. A small coterie of well-paid business agents jumped at his finger-crook, but the men who paid their dues were sore. When he fell they shed no tears.

Hugh Frayne, general organizer for the A. F. of L. in New York, realized this state of mind among the union members when he testified for the prosecution.

But, having pointed Brindell out as a boss and not a trade union builder, the labor officials are through with the topic. They see no occasion for apology for the existence and strength of the trade unions in New York or elsewhere. They know that the fact of this conviction will be twisted—in the minds of great numbers of ignorant readers of our "best" magazines into an indictment of the labor movement itself. But they give notice now that these unfortunate citizens will have to enlighten themselves at leisure upon the fact that the real labor issue is the right to organize and bargain collectively for a shorter work-day, better conditions and a higher standard of living. Crimes by individuals can never be made the labor issue.

If individual guilt were of high importance in the labor struggle the railroad labor unions' weekly—"Labor"—points out this week, then Charles M. Schwab would be an issue. His record as a party to the crime of palming off defective and rotten armor plate on the United States Navy, as reported by a House committee to Congress in 1894, is dug up in answer to the statement issued by Congressman Walsh of Massachusetts and a House committee, that Schwab has had a "long and honorable business career, and his devotion to the Government entitles him to this mark of respect" which mark of respect was an apology for inquiring into his ex[illegible] check of $269,000 when he was head of the Shipping Board. If Brindell could taint the whole labor movement, Schwab could make the whole business world of America as fragrant as limburger.

Courts Cause Uneasiness

Instead of worrying over Brindell, organized labor has worried over the forthcoming decision of the Supreme Court in the Coronado Coal Co. case, involving the claim made by coal operators in Arkansas for $400,000 damages against the United Mine Workers for an attempt to organize the miners in their employ. Justice Pitney, who made himself leader of judicial reaction years ago by holding that an employer has a vested right to a free flow of labor to his own factory gate, is expected to dictate the terms of the majority opinion when it comes. This decision will, in all human probability, make every act connected with the growth of labor unions' membership an act subject to damage claims by employers. That is, it will outlaw trade unionism.

For some reason the case still hangs fire in the court. Now that a month's recess has been taken, it cannot be decided until after the emergency conference of the heads of the international and national unions comprising the A. F. of L., which takes place here on February 23d. Had it come down before that date the conference would have been a much more spirited affair than is now likely to be the case.

Cheap Labor Propaganda

When that conference is held, the "open shop" drive will be fully reviewed, and some plan for meeting its press propaganda with counter-propaganda will be offered. In that connection it is significant that the Inter-racial Council, which is an expansion of a Du Pont scheme for promoting immigration of cheap anti-union labor for the basic industries, has had to get rid of W. H. Barr, its president, because of his "open shop" activities. The Inter-racial Council discovered that it could not get a hearing so long as a notorious anti-union promoter such as Barr of the National Founders' Association was its president. Barr has now resigned, saying that he loves the "open shop" campaign more than the Council.

T. Coleman Du Pont, who employed Miss Frances Kellor to organize the Inter-racial Council among the backers of the non-radical foreign language papers, known as the Hammerling syndicate, was almost as enthusiastic an anti-unionist as was Barr. He has tired of his Council, it seems, and may resign and turn it over to some other "angel." Meanwhile, John Frey and John Golden, prominent A. F. of L. spokesmen of the conservative faction, have likewise resigned from the Council because of President Barr's propaganda.

Compromise Found Practical

Better success in reaching a compromise was scored at the Second Pan-American Labor Congress at Mexico City last month. Chester M. Wright, newly-elected joint secretary of the Pan-American Federation of Labor, made public today the text of a resolution unanimously adopted there, establishing a policy of non-interference between the socialism of the Latins and the conservatism of the delegates from this side of the border.

"The aim of our federation," says the resolutions, "must be to find those programs, principles and tactics upon which agreement can be had. This federation has a right to life only because it is of service to the workers, and there is no service in disunity and disharmony.

"Those matters regarded as essential by some, but not by all, should be held in abeyance until the processes of education, understanding and experience develop agreement among all. Any effort to force upon minorities principles or tactics to which they cannot give consent, must, in an international federation such as this, lead to destruction. In like manner any effort of minorities, through strategy or otherwise, to thrust their decisions upon majorities must be equally fatal."

This statement was drafted by the American delegation, and was accepted as a mutual pledge that neither side would henceforth indulge in calling names, but that all would stand together on class issues against their common class enemies.

Workers Demand Freedom

Another part of the resolution deals with the place to be occupied by political and by industrial organizations.

"Political freedom, the right of the workers to have a voice and vote equal to that of every other citizen," it declares, "is the first practical step toward those individual rights which are essential to liberty. But political liberty, working through the executive, legislative and judicial departments of the organized Government of a free people, does not, and should not be permitted to, enter into that personal (non-Governmental) relationship between wage earner and employer through which the terms of employment are determined by the recognition of equality of rights, and the joint agreement of both parties. The principle that governments should exist only with the consent of the governed is identical with the principle that the terms of employment, conditions of labor and the rules and regulations of employment should exist only with the consent of the employed."

Danger that Congress will enact a coal-control law which will authorize the President to break coal strikes or railroad strikes under the pretext of fuel emergency, is for the moment past. There will be no such legislation at this session. A bill may be enacted which simply compels the coal operators and sales agents and dealers to report the cost of production, cost of handling, selling prices and profits in each branch of the industry.

When this information has been furnished for a few months, a bill reducing retail prices but not robbing the workers of their liberty will probably be drafted and fought out in the Senate.

In the logical view, the trade union is organized for peace, with the strike as an ever-present means of securing it upon honorable terms. In the compulsory arbitrationist's view the trade union is organized for peace, with the dictum and authority of a court to maintain it upon any terms. The only purpose actually served by such an organization is to insure at least the appearance of common consent to a judicial despotism that otherwise would be intolerable.

A certain philosopher has said that "instinct guided by reason is never wrong." This observation explains much of the success of trade unionism, which is primarily an expression of the instinct of self-preservation.

Those who regret the limitations of the trade union movement may find some consolation in the reflection that, after all, the only movement that has not fallen short of the highest hopes is that which has not yet been put to the test of practice.

WEEKLY NEWS LETTER.

(Continued from Page 3)

ing prices was too great for the workers to bear.

"But many factors have increased prices in addition to such higher wages as the workers may have obtained. In many industries and businesses profits have been increased in a greater degree than wages, and advantage has been taken of the artificial conditions in which trade had to be conducted during the war to increase enormously the value of a number of businesses and interests.

"As prices went up without the influence of higher wages, what guarantee is there that prices would be reduced if wages were reduced? It would be difficult to convince the workers that wage reductions, if agreed to, will ensure a substantial reduction in the cost of living."

CONVENTION PROCEEDINGS

(Continued from page 2)

seamen and fishermen, adopted by the Washington Conference, November, 1919.

The Conference adopted three Draft Conventions (proposed treaties). The Conventions are supposed to be ratified by all nations, members of the League, and four recommendations which may or may not be adopted by the nations members of the League.

The Conference divides transportation by water in two, under the names of "Inland Navigation," and "Maritime Navigation," leaving to each nation to define, so far as they are concerned, the meaning of each.

Recommendations provide, with reference to fishermen, an eight-hour day and a forty-eight hour week, with certain limitations to meet "climate and industrial conditions peculiar to inland navigation in each country, and after consultation with the organization of employers and the organization of the workers concerned."

It further recommends that different nations using the same waterways enter into agreement about "the hours of work of persons employed in inland navigation on such waterways."

Your committee is pleased to note that the convention saw fit to recommend the adoption of an eight-hour day and the forty-eight-hour week.

The report of the committee was adopted.

Recommendation Concerning the Establishment of an International Code for Seamen.—The Conference decided that an International Code is desirable and practical, and recommended "that each member of the International Labor Organization undertake the embodiment, in a Seamen's Code, of all its laws and regulations relating to Seamen in their activities as such," to be used for preparing an International Seamen's Code.

Your committee, realizing the backwardness of the laws of some of the nations within the League, fear that they will retard and hinder the adoption of real, progressive laws and measures for seamen, and for that reason we view with suspicion this attempt at this time to bring about an International Code for Seamen.

The report of the committee was adopted.

Recommendation Concerning Unemployment Insurance for Seamen.—The Conference recommended that "each member of the International Labor Organization should establish for seamen an effective system of insurance against unemployment arising out of shipwreck or any other cause, either by means of government insurance or by means of government subventions to industrial organizations, whose rules provide for the payment of benefits to their unemployed members."

Draft Convention Concerning Unemployment Indemnity in Case of Loss or Foundering of the Ship.—"In every case of loss or foundering of any vessel, the owner or person with whom the seamen has contracted for service on board the vessel shall pay to each seaman employed thereon an indemnity against unemployment resulting from such loss or foundering."

"This indemnity shall be paid for the days during which the seaman remains in fact unemployed, at the same rate as the wages payable under the contract, but the total indemnity payable under this convention to any one seaman may be limited to two months' wages."

Draft Convention for Finding Employment for Seamen.—The Conference recommended that, "for the purpose of this Convention, the term 'seamen' include all persons, except officers, employed as members of the crew on vessels engaged in maritime navigation."

"The business of finding employment for seamen shall not be carried on by any person, company, or other agency, as a commercial enterprise for pecuniary gain, nor shall fee be charged directly or indirectly by any person, company, or other agency for finding employment for seamen on any ship."

The Conference further recommended that the law of each country shall provide punishment for violation of the provisions quoted above.

"Committees consisting of an equal number of representation of shipowners and seamen shall be constituted to advise on matter concerning the carrying on of officers for the purpose of providing employment for seamen."

"In connection with the employment of seamen, freedom of choice of ship shall be assured to seamen and freedom of choice of crew shall be assured to shipowners."

Your committee sees the possibility of establishing one of the most effective blacklist systems ever devised if this unemployment insurance scheme goes into effect, unless it be handled by the government and men be assured of perfect freedom in their choice of ships, if this could be possible—and we hardly think it is, when we view the attitude of the governments of some of the countries which are at present compelling men to accept any kind of employment offered, whether they feel fit to do that work or not.

In addition to this, our fears are increased by the recommendation of the Convention to establish offices outside of which no seaman can obtain employment. This, coupled with the unemployment insurance, opens up a question from which all seamen who wish to retain their freedom will be compelled to shrink and must, of necessity, try to avert.

It will be noted that the Draft Convention speaks of **finding employment for seamen.** Nowhere in the Convention is there any prohibition against any individual or office occupying himself or itself in furnishing ships with men. The offices of the International Shipping Federation, Ltd., or any other office or person, may supply vessels with men. To help seamen to get employment will be an offense; to help vessels get men will not be an offense.

We, therefore, hope that the Convention will

The report of the committee was adopted.

Draft Convention Fixing the Minimum Age for Admission of Children to Employment at Sea.—"Children under the age of fourteen years shall not be employed or work on vessels, other than vessels upon which only members of the same family are employed."

Your committee regrets that the convention did not see the necessity of raising the age limit of children employed at sea to sixteen years, and for that reason we have no further comment to offer.

The report of the committee was adopted.

COMMUNICATION AND FORM OF AGREEMENT FROM ITALIAN SEAMEN'S FEDERATION

Your Committee, having read the communication and agreement from the Italian Seamen's Federation, is glad to note that the Italian Seamen are advancing steadily and constructively, and recommends that the communication and agreement be made part of the proceedings.

The report of the committee was adopted.

APPENDIX NO. 10

Report of Delegates to Open Conference Held at Genoa, Italy

This report has already been printed in the "Seamen's Journal." It contains a fund of information which every seaman should make himself familiar with. It shows that the conference has acted as an organizing force for the Seafarers' Federation by the inquiries regarding requirements for membership made by the following countries: Finland, Spain, Greece, Argentine, Czeko-Slovakia, Canada and Japan. It demonstrates clearly the necessity for a Seafarers' Federation, and as an historic document it is of great value. Your committee commends the delegates to that conference for the really splendid report which they have rendered, thus making it possible for all our members to familiarize themselves with the attitude of both shipowners and seamen toward each other. The committee recommends that whatever of special interest to American Seamen there be in these reports be sifted out by the Committee on Policy and Education, and used in the field of educating our membership and we further recommend that this be printed separately as an appendix.

The report of the committee was adopted.

Delegate O'Brien: Mr. Chairman, this concludes the report of the Committee on International Relations, which is respectfully submitted and signed.

PATRICK O'BRIEN, Chairman;
FRANCIS J. McEVOY,
MILLER JENSEN,
ALFRED TAMKE,
JULIUL NELSON,
JOHN W. ELLISON,
OSWALD STONE.

The report of the Committee on International Relations as a whole was adopted, and the committee discharged with the thanks of the convention.

At 4:40 p. m. the convention adjourned to reconvene at 9:30 o'clock Tuesday morning, January 18th.

(Concluded next week)

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
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HOBOKEN, N. J. ..... 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
D. J. GEDDES, President
NEW HAVEN, Conn. ..... 13½ Collis Street

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DETROIT, Mich. ..... K. B. NOLAN, Agent
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ALASKA FISHERMEN'S UNION
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SAN FRANCISCO, Cal. ..... 49 Clay Street
SEATTLE, Wash. ..... 84 Seneca St., P. O. Box 42
ASTORIA, Ore. ..... P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC
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SAN FRANCISCO, Cal. ..... 49 Clay Street
VANCOUVER (B. C.), Canada ..... 437 Gore Avenue
PRINCE RUPERT (B. C.), Canada ..... P. O. Box 1675
KETCHIKAN, Alaska ..... P. O. Box 201
PETERSBURG ..... Alaska
UNGA ..... Alaska

UNITED FISHERMEN OF THE PACIFIC
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SAN FRANCISCO, Cal. ..... 166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

BRITISH COLUMBIA STEWARDS' UNION
FRED WALSH, Secretary
VANCOUVER, B. C. ..... 311 Hastings Street, West
Room 2. Phone Seymour 3976

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Deck Street, Bellingham, Washington

Labor News

The Firemen and Oilers' Journal says 21 charters have been issued by the International Brotherhood of Firemen and Oilers since its last issue.

The Milwaukee branch of the Ford Motor Company has reopened and taken back into employment over 400 men.

Culinary workers of Herrin, Ill., have signed an agreement with hotel and restaurant owners, whereby wages are increased and hours shortened.

The reopening of all departments of the Ford Motor Company's assembling plant at Cambridge, Mass., was recently announced by the New England manager, R. E. Jones. The plant has been closed nearly a month.

The Ladies' Garment Workers' Union has signed a contract with the Conde Manufacturing Company and the Alexander Black Cloak Company of Toledo, Ohio, calling for a 44-hour week, with a minimum wage of $44 per week.

An attempt to establish the Kansas "can't-strike" law in Montana has been defeated in the State legislature. Other pending legislation against the workers includes compulsory arbitration and anti-picketing.

At Pittsburgh, Pa., the Superior Steel Corporation, an independent, employing about 1200 men, has announced that it will resume operations in some departments on a wage scale about 15 per cent. lower than that paid when it shut down.

International and local benefits to organized street car men in Chicago totaled $160,144.37 last year. This includes disability and funeral benefits, collections for sick members and funeral benefits. There was but $1,780 of this amount paid in strike benefits.

At New Haven, Conn., organized heat and frost insulators and asbestos workers have secured a new wage agreement, which raises rates to $1 an hour as against $7 a day, formerly paid. Assistants are advanced from 50 cents to 62½ cents an hour the first year and 68¾ cents an hour thereafter.

According to figures made public by William Green, secretary-treasurer of the United Mine Workers of America, that organization has 552,905 dues-paying members in good standing. There are an additional 50,000 members on strike, and out of work, under exemptions from paying dues, making a total membership exceeding 600,000.

At Pawtucket, R. I., J. and P. Coats, thread manufacturers, have announced that all departments would hereafter be operated 48 hours a week and that a night shift would be started in the spinning department. For some weeks several of the departments have been operated two or three days a week only. The plant employes 2500 on day work.

President Wilson has commuted the sentence of four Russians, Jacob Abrams, Samuel Lipman, Hyman Lachowsky and Mollie Steiner, from fifteen to twenty years in prison to two years and six months, on condition that they be deported to Russia. The Russians, who confessed they were anarchists, have already served about one year and a half. They were convicted for circulation of pamphlets protesting against the intervention by the United States in Russia.

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Seattle, Wash., Letter List.

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Abolin, K.
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Numito, O.
O'Brien, James
Osman, J. B.
Robinson, Lawrence
Solberg, B. P.
Tollefsen, Emil
Werner, Chas. J.

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INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Where is the "Deficit"?

"No appropriation should be considered where the need is not urgent."
—Message of Governor Stephens to the 1917 Legislature.

The people voted, in November, additional State costs totaling $18,000,000.

Governor Stephens in his message to the 1921 Legislature declares:

". . . it is because of this voluntary action of the people themselves that the financial difficulties referred to have arisen."

Let Us Consider the Facts

State officials estimate our income for the next two years at	**$67,000,000**
Charge up against this the 1919-1921 budget, which was **$47,000,000,** and add the **$18,000,000** voted by the people for the next two years. The total is	**65,000,000**
We still would have left in the treasury . .	**$ 2,000,000**

Two Million dollars left, after paying every cent the people of California ever voted to pay.

Two Million dollars left, after paying for every State expense at the rate we had to pay when costs were higher than they will be again for many years.

Two Million dollars left, after re-appropriating in full for the vast burden of "unnecessary duplications and unnecessary waste" which Governor Stephens admits now exists in the State government.

Two Million dollars left, after we Californians spend for our State government twice as much as the average citizen of other states.

Who Wants This Money?

Yet Governor Stephens declares "it is because of the voluntary action of the people themselves that the financial difficulties referred to have arisen."

Governor Stephens goes further. He goes $15,000,000 further.

After we have paid every dollar that we paid in 1919-21, and after we have paid every dollar we voted to pay at the November elections—after we have provided a surplus of $2,000,000 for emergencies, Governor Stephens calls for $15,000,000 more.

Other states are economizing. Illinois in one year has reduced her governmental costs $2,500,000.

Yet California State officials call upon the people for $15,000,000 above all amounts previously spent or now authorized.

Already California is spending vastly more than her sister states which are now reducing their budgets. The per capita government costs for actual running expenses (as distinct from interest and new investments) are shown by the 1919 U. S. Census report to be as follows:

Average for all states,	$5.16
Illinois	3.48
California,	7.76

The Things Are True

The people have created no deficit, and there is no deficit.

The extra $15,000,000 now demanded by state officials is over and above all appropriations ever made in the past and all new expenses authorized by the people. **No increase of any tax rate is necessary.**
Ask your legislator to demand that the state live within its income.

TAX INVESTIGATION AND ECONOMY LEAGUE
HERBERT W. CLARK, President **W. V. HILL, Secretary**
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"The power to tax is the power to destroy"

Domestic and Naval

Four San Francisco bay ferry systems carried 48,613,911 passengers in 1920, according to the annual report of John K. Bulger, supervising steamboat inspector. The Southern Pacific line was the only one to show a falling off in business.

The S.S. "Maui" on her last trip, from the Hawaiian Islands to San Francisco, carried the largest sugar cargo of any ship this year. The "Maui" brought reports of safe arrival at the Islands of the Eagle boat flotilla which left San Francisco in tow of larger vessels. The little ships were found to be top heavy in a rough sea, and it was necessary to ballast them with pig iron set in cement.

The United States Army transport "Logan" has arrived in San Francisco, after nine months' voyaging around the world. The "Logan" left San Francisco June 2, 1920. Her ports of call were Honolulu, Manila, Vladivostok, Colombia, Singapore, Suez, Trieste, Naples, Gibraltar, New York, Panama, Porto Rico, New York, Panama, Honolulu and San Francisco. She arrived without passengers, having carried about 2500 tons of ammunition from New York to Honolulu, 1500 tons of which will be shipped to Manila.

The report of the inspector general of the steamboat inspection service shows that for the fiscal year ended June 30, 1920, the total number of accidents on vessels, resulting in loss of life, was 192; and that the total number of lives lost was 470, of which 42 were passengers. Of the lives lost, 145 were from suicide, accidental drowning and other causes beyond the power of the steamboat inspection service to prevent, leaving 325 lives lost as fairly chargeable to accidents, collisions, founderings, etc. This was a decrease of 73 in the number of lives lost as compared with the previous fiscal year. Passengers to the number of 368,870,327 were carried on vessels required by law to make report of the number of passengers carried. Dividing this grand total by 42, the total number of passengers lost, shows that 8,782,626 passengers were carried for each passenger lost. This small percentage of lives lost on vessels is probably as low an average as on the various conveyances on land.

Three British warships, gift of the British Government to Canada, and which will form the nucleus of a Canadian navy in Pacific waters, are scheduled to arrive at San Diego from Portsmouth, England, on March 1, en route to Vancouver, according to word received from London by Major H. D. Gerrard, British Consul. The vessels are the three-stacked light cruiser "Aurora" and two thirty-knot destroyers. The "Aurora," which will be the flagship of the Canadian fleet, displaces 3250 tons and is a sister ship of the "Arethusa," "Royalist," "Penelope" and "Undaunted." The cruiser was laid down at Devonport October 12, 1913, [illegible] main battery of two six-inch and six four-inch guns. Upon arrival at Esquimalt, which will be the operating base of the squadron, the British crews will be replaced by Canadian naval reserves. Another cruiser and two more destroyers have been presented to the Canadian Government by the British Admiralty. These vessels will leave England for Pacific waters early in June.

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HAIGHT STREET BRANCH, Haight and Belvedere Streets

DECEMBER 31st, 1920

Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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Baardsen, Hans
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Barlow, R.
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Blomkvist, A.
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Botsford, Roy
Boman, Gunnar
Bower, Gordon
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Bresnahan, Jerry
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Edie, Wm.
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Luderson, Joe
Ludvigsen, Arne
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Ness, Aksel
Nelson, K. -1620
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Nilsen, Hans L.
Nilsson, Hilding
Nielsen, E. S. -1116
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Ogren, Victor
Olsen, Kristian
Olsen, Lorens
Osen, Aksel
Olsson -1101
Olsson, Enock
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Osterberg, Hj.
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Parrish, A. L.
Petersson, C. -1301
Petersson, Mauritz
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Rasmussen, J. M.
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Seeger, Harry Jr.
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Sjoberg, Gunnar
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Spey, Harry J.
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Sund, Aleks
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Peters, Joseph M.
Petterson, A. L.
Rohman, Georg

INFORMATION WANTED

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

NOTICE

The Sailors' Union of the Pacific is conducting a training school in marlinspike seamanship during the winter months only at Room 4, No. 9 Mission Street. Young members who need some practice, and older members who want to brush up, should take advantage of same. Competent instructor on hand. Open to members only.

INFORMATION WANTED

Mrs. John M. Eshleman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda County this spring, 1921. 2-16-21

Any one knowing the whereabouts of Martin Tuppits, a native of Easthonia, last heard of in Montevideo, South America, on board the Norwegian bark "Loto"; kindly communicate with his brother, John Tuppits, 58 Commercial street, San Francisco. 1-5-21

Rudolf Knutsson is anxious to ascertain the whereabouts of his brother, J. Harvid Knutsson, a native of Trellerborg, Sweden, age 20, last heard from in New York, in April, 1918. Please address his brother, care Sailors' Union of the Pacific, 59 Clay street, San Francisco, Calif. 1-7-20

Peter Ronald, a native of Norway, age 56 years, injured while acting as a boatswain on board the S. S. "Ahala" on August 22, 1919, at Hartlepool, England. Anyone knowing his whereabouts will please communicate with S. B. Axtell, New York City. 12-8-20

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

Edgar J. Chaplin of Chicago, Ill., age 20, is anxiously inquired for by his father, Geo. Chaplin, 1302 W. 71st Place, Chicago, Ill. He shipped as a sailor from the Pacific Coast about 6 months ago. Anyone knowing his whereabouts kindly communicate with his father or this office.

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LOCAL
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News from Abroad

Reports from Argentina show that the charter market remains about the same. Outward tonnage exceeds demands and many vessels are leaving in ballast, as the demand for shipping space is dull. Dispatch of vessels is slow. Stocks of bunker coal and oil are normal, and the cost of coal alongside pier is £6 15s per ton.

The authorities of Dundee, Scotland, are planning to erect municipal cottages—some 1,200 in all—in the Craigie, Maryfield and Balgay districts. The cottages will cost at least £1,400 ($6,813) each, which will result in an aggregate expenditure by the municipality of something like a million and a half pounds ($7,299,750). The houses will be of two sizes, namely, five and six rooms.

The Tauranga (New Zealand) Harbor board proposes to expend $608,312 on the improvement of the Harbor at that place. Works proposed will, when completed, enable vessels drawing 23 feet to enter the harbor. This is the first step toward developing the harbor to admit overseas steamers in general. Tauranga will be the harbor for an important section of the east coast of the North Island.

Peking dispatches state that Japan has lodged a protest against a contract entered into between the ministry of communications and the American Federal Company for the construction of a wireless plant at Shanghai. The protest is made on the ground that the contract infringes rights acquired two years ago by a Japanese company, on which the sum of five million yen was advanced.

German residents in Japan are reported as steadily increasing in number, now almost double that of prewar days. Most of them are employed in firms and factories as engineers, and it is stated that nearly a hundred applications for positions in Japan have been received from German engineers and experts. The imports of toys, chemicals and dyestuffs from Germany during the first ten months of 1920 amounted to $1,000,000.

The arrest of two members of the Chamber of Deputies, who have been involved in a communist plot against the French Government, is reported from sources connected with the investigation into Communist activities. The deputies alleged to be concerned were prominent in the May Day riots of 1920. The French press is devoting much space to the plot, which it characterizes as a serious one. The newspapers declare that the documents seized leave no doubt that perfect cohesion exists between Moscow and the propaganda in France.

Australia's mandate for the former German islands in the Pacific south of the equator has been published. The League of Nations council also publishes Japan's declaration relative to the category of mandates and article twenty-two of the peace treaty. Japan foregoes the insertion of the clause respecting equal trading opportunities, but this, says the declaration, should not be considered acquiescence by Japan, which submits that the Japanese are subect to discriminatory and disadvantageous treatment in the mandated territories and that Japanese subjects, rights and interests there should be fully respected.

With the Wits

"You say you served in France?" asked the restaurant proprietor, as he sampled the new cook's first soup.

"Yes, sir, officer's cook for two years and wounded twice."

"You're a lucky man. It's a wonder they didn't kill you."

"Do you think that young man good enough to marry our daughter?" asked the mother. "I guess so," replied the father. "You know your folks used to say I wasn't good enough for you." "I know. But my folks were right about it."—Detroit Free Press.

An educator, addressing a class of Missouri students dropped the following gem of wisdom: "Cut your speeches like a woman's dress, long enough to cover the subject, but short enough to be interesting."—Labor Review.

"Why don't you get out and hustle? Hard work never killed anybody," remarked the philosophical gentleman to whom Rastus applied for a little charity.

"You're mistaken dar, boss," replied Rastus. "I'se lost four wives dat way."

Restrictions—"Don't they allow us to raise children in this apartment, house?"

"No," said the janitor.

"Nor kittens, nor puppies, nor parrots?"

"No. Nothing is permitted to be raised here except the rent."—Washington Star.

A Jersey commuter, missing his train one bitter morning, concluded he would spend the day with his wife. He went back to the house, 'round to the kitchen door, and entered. There he found his wife leaning over the stove with her back to him. He came up behind her and kissed her on the back of the neck. Without looking, the wife said:

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FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XXXIV, No. 25. SAN FRANCISCO, WEDNESDAY, FEBRUARY 23, 1921. Whole No. 1741.

SEAMANSHIP AND EFFICIENCY

Report of Committee on Policies and Education

To the Officers and Members of District Unions, International Seamen's Union of America:

Greeting:

All officers and members are urged to give their most earnest co-operation in the work of making effective the plans of the International Seamen's Union of America to improve the standards of seamanship and skill in the American merchant marine, as provided for in the report of the Committee on Policies and Education which was adopted by a unanimous vote at the Philadelphia Convention as follows:

The opening sections of the report of President Furuseth, which were referred to your committee on Policies and Education, are a statement of the general purposes and aims of our International Union, as understood and agreed to by the general membership from the very birth of our organization and express in the actions of many conventions, in the constitution and organization laws under which the District Unions operate, and in the records of the meetings where the members voice their opinions and cast their votes.

The desire for freedom and—freedom having been attained—the purpose to make the highest and best use of our liberties is the keynote.

The seaman's calling is an honorable one and is entitled to be again recognized as one of the world's most honored of professions. It calls for unfaltering courage and virile manhood. It is no place for cowards and shirkers. For a time it suffered degradation and even shame, and press, pulpit and author seem to join in a combined sneer at the men who carry the world's commerce over the waters of the deep, but the real spirit of seamanship, with its stern code that demanded willing sacrifice, undaunted courage, ready initiative and a high order of intelligence, has survived all attacks and through our International Union, is now finding a new and revived expression of itself. The goal of freedom has been attained. The degradation of bondage has been wiped out. The law has performed its function, except in so far as it has not yet been properly enforced by the government.

It now becomes our duty to make the fullest use of the opportunities created by the restoration of our rights as citizens, in such manner as may be best calculated to make good the promise we made to ourselves, as stated by President Furuseth, that our calling shall again take its proper place as one of the most honored professions among men, that men shall so recognize it.

Your committee is in full accord with the report of President Furuseth on this subject and herewith presents for the consideration of the Convention the following recommendations for specific action in relation thereto:

Seamanship and Skill

It may be well at the outset for the delegates to recall the manner in which the Committee on Policies and Education was brought into existence at this Convention. The decision to appoint such a committee was reached after very considerable discussion in the Committee of the Whole, during which the general subject of seamanship and skill was given much attention. The resolution proposing the appointment of a committee was adopted by the Committee of the Whole, reported to the Convention and there approved.

Your attention is respectfully called to the following section of President Furuseth's report:

"We promised ourselves that we would work for the maintenance and development of skill in seamanship, and we should, on shore, as well as on board vessels, do our best in developing such a standard of skill that the vessels need not go to the repair shops, except for general overhauling or to repair damages arising from accidents."

Your committee is of the opinion that the time has now arrived when we can and must make good the promise that skilled seamanship, especially among the members of our International Union, shall be developed to the fullest possible extent. The recent development of the American Merchant Marine, the tremendous increase in the number of its ships, the quick growth of its personnel has created a condition which renders immediate action essential. The life of any industry depends upon its power to meet competition.

The passage of the Seamen's Act established the means through which the cost of operation as between American and foreign vessels has been equalized, in that with the proper enforcement of that law, the cost of operation of foreign vessels automatically rises to the American level. It was not until our International Union had itself worked out the solution of the operating cost problem and had carried on a vigorous campaign for the enactment of the laws necessary to solve the problem that a national understanding of the subject was aroused. The cost of operation having been equalized, or where the equalization has not already taken place, made easily possible if the law be enforced, a decided advantage can be given to the American industry and to American seamen through the quick development of a high order of skilled seamanship and efficiency. The sudden increase in the number of ships and the number of seamen resulting from the war, has intensified the need for some systematic method by which skill and efficiency of American sea labor can be quickly and effectively improved.

It is not likely that any agency other than the International Seamen's Union of America will offer any practical means whereby this can be done. We ourselves must formulate the plans and put them into operation, or, failing to do so, it is we who must suffer the consequences. The best that can be hoped for from others is that after we have undertaken the task and proven our ability to cope with it, they may be persuaded to co-operate with us. We believe that prompt action is as necessary in the interests of the members of our organization as it is for the industry. We, therefore, present for the consideration and action of the Convention the following recommendations on this subject:

1. That the Executive Board be authorized and instructed to secure the services of a vocational expert or experts who shall, under the direction of the Board, make a survey of the entire craft to ascertain its needs in respect to seamanship, general trade skill and efficiency, and to work out plans whereby the knowledge of seamanship in all degrees of skill necessary to the fullest development of all divisions of the craft may be transmitted to the members of all affiliated organizations.

2. The plan must include arrangements whereby the members of the union shall be given opportunities to improve their skill and efficiency in general rigging and repair work on board ship, in all departments thereof.

3. The plan should include lectures on the development and purposes of the craft and its practices, to be accompanied by illustrations in the form of stereopticon views, maps, and, where necessary and possible, moving pictures in such manner as to be interesting, as well as instructive.

4. Lectures and discussions should include information on the question of discipline on board ship, its theory and practice, needs and purposes.

5. Arrangements should be made for the compilation and circulation of printed matter, through which such information of seamanship, skill and efficiency as may be presented in printed form, can be made accessible to the membership. It should be borne in mind that considerable work is involved in the compilation of this kind of information, which, to be of any real value, must be illustrated by drawings, maps and pictures.

6. Technical information on strains, leverages, weights, etc., involved in the use of ships' gear and equipment, should be transmitted to the membership.

7. It should be thoroughly understood that the initial work of this plan should have for its purpose the improvement of seamanship skill and efficiency of the members of the Union who have had some substantial service on board ship, and who have attained the positions of able seamen, firemen and oilers, cooks, etc., with a view of later so developing the system as to fit the needs of the beginners in the calling. The development in this respect will undoubtedly be very rapid, once the plan is in operation.

8. In order that the Executive Board may be enabled to put into effect such plan, the affiliated unions shall immediately be called upon to furnish the sum of $15,000, each District Union to pay into such fund an amount proportionate to its treasury. The money thus contributed shall be placed in an account separate from the general fund of the Union, and shall be used exclusively for the purpose of carrying out the plans herein outlined.

9. The Executive Board shall have authority to call upon the District Union for such additional contributions to the fund from time to

time as may, in the judgment of the Board, be necessary.

General Education Campaign

Your committee further recommends that, in connection with the plan for the improvement of seamanship skill and efficiency among our members, shall be carried on a general educational campaign, the purpose of which shall be to arouse among the members of our organization, and among seamen likely to become members of the organization, a better and more complete understanding of the aims and objects of our International Union and its various divisions.

The detailed character of this campaign must be varied to fit the particular needs of the various localities, as indicated by the conditions existing therein.

When much organizing work is needed for the purpose of inducing seamen to join the Union, the campaign should be conducted with a view of obtaining the best organizing results. In other localities where organization is fairly complete, it should deal mainly with the deeper meanings and purposes of organization, the higher duties of its members, their relationship to each other, etc. This campaign, while it may be conducted in places where no vocational education has been started, must in all cases accompany and be included in the activities to be carried on under the plan for improving the vocational knowledge of our membership.

It is not probable, in the judgment of your committee, that the situation on the Great Lakes lends itself, under present conditions, as readily to the vocational plan as do the conditions in the other districts, but this, however, should not delay the holding of educational meetings in the Great Lakes district, and we present, therefore, in order to avoid misunderstanding, the specific recommendation that arrangements be made for educational meetings in the Great Lakes district, just prior to the next opening of navigation in that district.

We further point out that it is unnecessary to delay the general educational work in any district pending the work of gathering material and formulating the details of the vocational plan and that general educational work can and should be undertaken everywhere as quickly as possible.

We desire further to point out that success will depend almost entirely upon the degree of co-operation which may be developed among the District Unions and within the District Unions. While both the general educational work and the vocational plan must remain under the direction of the International Union, neither can be successfully carried out without the willing co-operation of the officers and members of the District Unions. It would be useless, therefore, to seek to force upon some particular District Union certain methods of transmitting vocational knowledge and trade union education to which there was substantial objection within that District Union.

We believe that the Executive Board will exercise good judgment in this respect and that ultimately, as the purposes and objects of the International Union are understood, there will be complete harmony and unity of action on these questions throughout our great International organization.

Your committee recommends that the Executive Board be authorized and instructed to proceed in accordance with this report.

Respectfully submitted,

V. A. OLANDER, Chairman.
OSCAR CARLSON,
H. P. GRIFFIN,
PERCY J. PRYOR,
THOMAS CONWAY,
PATRICK O'BRIEN,
P. B. GILL,
ED ROSENBERG,
W. H. BROWN,
G. H. BROWN,
Committee.

The report of the Committee on Policies and Education was adopted.

CONVENTION PROCEEDINGS

(Continued from last week.)

EIGHTH DAY

Tuesday Morning Session

REPORT OF COMMITTEE ON ORGANIZATION

Delegate Feeney, for the committee, reported as follows:

RESOLUTION NO. 21

Submitted by Thomas Milligan and James Lynch of the Marine Firemen's Union of the Atlantic

Resolved, That the time is now ripe and opportune for the seamen of America, organized under the banner of the International Seamen's Union of America, to strengthen their position in the industrial field, that the paid representatives of these organized seamen should, in all good faith to the men we represent, work toward that end. Be it further

Resolved, That in order to bring about such conditions as will aid the Seamen of America to barter successfully in the industrial field, certain changes will have to be made in the formation of the organization of the International Seamen's Union of America. Therefore, be it

Resolved, That an amalgamation of the Sailors, Firemen, Cooks and Stewards of the three districts take place, taking in the Marine Firemen, Oilers and Water Tenders' Union of the Atlantic and Gulf, the Eastern and Gulf Sailors' Association, the Marine the Atlantic and Gulf, Sailors' Union of the Great Lakes, Marine Firemen, Oilers, Water Tenders' Union and Coal Passers' Union of the Great Lakes, Marine Cooks and Stewards' Union of the Lakes, Sailors' Union of the Pacific, Marine Firemen, Oilers and Water Tenders' Union of the Pacific, Marine Cooks and Stewards' Union of the Pacific Coast, Eastern Marine Workers' Association, under the International Seamen's Union of America; and, be it further

Resolved, That in the event of this resolution being favorably passed on by this Convention, a constitutional Convention be immediately called for the purpose of formulating a constitution whereby the amalgamation, which will be known as the International Seamen's Union of America, may be effected.

Your committee recommends non-conurrence in this resolution, because it conflicts with the constitutions of the respective District Unions.

A motion was made and seconded to adopt the report of the committee.

Delegate Olander: I know that the time is going fast and that we will have to press the work in hand in order to complete it properly, and yet I think that a little time might very well be given to a question of this kind and that we might touch upon some experiences we have had in the past in matters of this nature; that we ought to endeavor to get, not merely a unanimous expression on the subject, but a unanimous opinion and understanding.

The resolution, as I got its meaning, is for a general solidification of the International Union in the sense of rebuilding it into the form now used by our District Unions—put it all into one, having one general membership and one general system of control. That is not a new proposition. I don't think the authors of it had in mind either the "One Big Union" idea or the I. W. W. System, but rather that they were thinking of a greater unity and some way in which we might all get together without the difficulties that sometimes confront us now.

It has been my experience, and it has been yours, Mr. Chairman, and that of every man here who has been through some of the difficulties we have met, in relation to this question, that nearly all of those who begin thinking and studying this problem, are led to the conclusion—and a very natural one—that the way to get results is to have everybody get together at the same time, and that the way to get them to do that is to have them all in one general organization and under the control or one general vote. But you and I also know that that does not work. It is not that we are opposed to a theory; it is not that we object to what some men call radical notions, but we have been through these things, in addition to seeing them now operating in many parts of the world to the very contrary of the hopes of those who would like to see that kind of organization here in the United States.

On the Great Lakes, when we reorganized years ago, we felt that all ought to be together, and the Constitution of the Sailors' Union of the Great Lakes, then known as the Lake Seamen's Union, was so written as to include in its membership every one on board ship. And we didn't stop at writing the Constitution along those lines; the Cooks were then members of the Lake Seamen's Union, and we invited the Firemen and the Oilers to step in, and we intimated to them that that was the only way they could come into the International Union. We said the same to the firemen and linemen on the tug boats of the Great Lakes, men that properly belonged within the ranks of our International Union. We conducted a live organizing campaign at a time when the spirit of the men was ripe for coming into the organization. I recall that in the Spring of 1900 the membership of the Lake Seamen's Union showed something around three hundred men in good standing. But the spirit was here, and within sixty days over three thousand men had enrolled, the organization shooting up by leaps and bounds. We called for the Cooks and got some of them; we called for the firemen and got some of them, but what was the result?

As soon as there was any organization among the men, so that they could give some organized expression to their thoughts and desires, the Cooks said: "We want a Cooks' organization, where the cook can get together with his fellows and discuss problems concerning his particular section of the craft." That feeling got so acute that, the response not being quick enough, a movement was started to secure a charter from a shore organization. "Anything," was the cry, "to enable the cook to meet with the cook and discuss the problems of the cook, because the sailor does not understand them as we do, and neither does the fireman. We would be quite willing to have them listen to us, but the trouble is when we start discussing these problems of the cook the sailor comes up and tells us what we ought to do, tells us he knows as much about these problems as we do. And that isn't true."

The present tool exactly the same position with reference to their end of the ship. They already had an organization that had been in existence for many years. It had suffered under the same difficulties as the Sailors' Union of the Great Lakes and had dwindled down, but had begun to spring up again.

The only effect of taking that position on the Great Lakes was to keep out of the International Seamen's Union for a number of years—I think it was until 1908, if I am not mistaken—the Firemen's Union, which, without any particular action on our part, automatically assumed membership over the Firemen. The Firemen went there; there wasn't any chance to put them in any other organization.

There were those among us on the Great Lakes who believed that the policy we had started to carry out was a mistaken one, because we found that the sailor, too, felt that the cook could not discuss the problems of the deck, nor could the fireman and oiler, and they, in turn, felt that their problems ought to be decided by them. They were willing that the firemen and the cooks should listen, but the firemen and cooks arose and took a part in that discussion and told the other fellow what they thought of it, and there was fear that the vote might be determined by arguments coming from that division of the craft having the least knowledge of the condition in that particular section of the ship.

Was there anything new about that? It has been the experience of every International Union in this country, every one of them. Those who favor the system of organization on a large scale, as laid down by this resolution, very frequently point to the United Mine Workers as an example of the kind of union they want. Let me tell you that if you examine into the system of the United Mine Workers, you will find that they approach very nearly the system of organization we are using. They use the District form in a somewhat different way than we do. Their International Union isn't one solid unit, it doesn't even keep a membership record in the sense usually spoken of in connection with plans of this kind. It does not carry a treasury; those treasuries lie in the District Unions, precisely as in our case. They have, in their local organizations, brought about a so-called amalgamation involving the different crafts, but on this basis: that the mine workers proper are so overwhelmingly in the maority and the locations in which they work are so isolated, and the number of men outside the actual mine workers—that is to say, the men that are not, in some degree, actual miners, are so few that they are compelled to take these men into their organization in order to have discipline, and in order to give these few men some opportunity for redress of their wrongs. An isolated mining camp, with about a thousand miners, not a handful of engineers, a few firemen, an electrician or two, and nobody else in the town. Manifestly, if these few engineers, that fireman or two, or that electrician were to get any assistance whatsoever, or get any results in an organized sense, they could only do so by accepting membership in the local union of the Miners. But there was rebellion, even against that, and these men sought to form small locals of their own, in some cases only two or three men, and then by the action of those few men seek to influence, through the fact that they could say that it wasn't the action of the larger local, the main local of a thousand or more miners. That kind of a situation necessitated every one coming together in these camps.

But even in that trade, with its isolation, it has special problems. They haven't adopted the general organization plan of one gigantic union, not even among the coal miners, and certainly not in the mining industry, because we have another organization, the Mine, Mill and Smeltermen's Union, and while there has been talk of forming an amalgamation between these two Internationals, it has been purely on the District basis, and they don't seem to be able to get together.

This is all caused by the fact that men, as they get experience on these questions—the fireman, as he gets experience, the cook as he gets experience, the sailor, the miner, the machinist, the electrician, the carpenter—all are alike. An examination of their organizations will show the same degree of feeling aroused on these questions, and they all reach the conclusion that no one understands their trade better than they do themselves, or as well as they do, and that, therefore, no one can be fully trusted to deal directly with the problems of their particular trade except themselves.

I submit that is perfectly sound reasoning. True, we may point to Great Britain and say that the sailors and firemen are all in one organization there. Well, you know they have some difficulty in finding some method of operating the British Union that will give the men some real right of expression, some real opportunity to tell how they feel. In Great Britain it has developed into a General Executive Committee, a central organization, centralizing the power that really speaks for the organization. If that is the only way that we can get results, I would say: "Very well, let's take it." I dislike the thought of centralization of power. I don't like to have any other man hold control over me. I instinctively rebel

(Continued on Page 11.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Immigration for Exploitation

Big business wants immigrants to aid its "open shop" campaign, is the frank statement by Miss Frances Kellor in her book "Immigration and the Future."

Miss Kellor is the organizer and vice-chairman of the Interracial Council and has reorganized the American Association of Foreign Language Newspapers. The Interracial Council includes representatives of the largest corporations in the country.

"The United States," writes Miss Kellor, "is now bent upon increasing production and lowering its cost, upon an 'open shop' contest, and to further this it wants immigrant man power.

"The United States needs immigrants with habits of thrift and frugality who will accumulate savings and thus increase capital for new enterprises, and for this it needs immigrant wage earners. In a word, if the incoming immigrant does not contribute some or all of these things, Americans do not want him because his coming will be a failure for himself and for this country."

In a New York financial paper last December Miss Kellor suggested that a board be created to investigate the immigration question with power to amend immigration laws "whenever a statement of conditions is presented which may make it appear necessary or expedient."

This board would consist of five cabinet officials and four other citizens, appointed by the President, one of whom should represent labor.

"Unanimous consent of the members should be necessary to any action by the board to exclude certain classes for a stated period or to limit the number of immigrants of any race, class or occupation of any economic, industrial or other condition temporarily existing in the United States."

The above statements indicate the desire of big business—the creation of a supergovernment that would have sole charge of immigration and the placing of these aliens in attacks on trade unions and a lowering of living standards.

"Thrifty immigrants" are desired so their money can be used by capitalists "for new enterprises."

This is what big business is pleased to term "scientific immigration regulation."

Labor Must Hold Ideals

In an address at an open forum at Denver, Col., Rev. Borden B. Kessler uttered a warning against materialism in the labor movement. He said labor can not defeat the capitalist with the latter's weapons.

"You trade unionists stand for something higher than your opponents do," he said. "You stand for personality and the sacredness of human life. Whether you consider yourself religious or unreligious or anti-religious, I find a religious kinship in your working for the group which sometimes surpasses the spirit of the church.

"A movement is needed which will put the emphasis on persons, not on profits. We have just come through the greatest exhibition of material force that the world has ever seen. It was a war of matter against matter and the greatest amount of matter conquered. We are now inclined to think that force can do anything. That was the state of mind of Germany after 1871, and I am not attacking the government when I say there are people among us who would drive us to the point Germany afterward reached."

Attack Seamen's Act

Vessel interests on the Great Lakes have renewed their opposition to the seamen's law and a committee of the Detroit Chamber of Commerce will invite shippers to a conference to consider urging Congress to modify the act.

Representatives of these companies declared at congressional hearings that there was no necessity for much life-saving equipment on these boats, as none of them went more than five miles from shore. To the Congressman who has never seen these inland seas the thought would be conveyed that they are but enlarged mill ponds. As the law now stands, no vessel carries lifeboats or rafts equal to their passenger capacity, but still the owners object to expense.

Labor Aids World Vets

Organized labor is steady in its support of the government's program for the vocational rehabilitation of war-disabled.

"The army took the individuals and molded them into a mass," said Uel W. Lamkin, director of the Federal Board for Vocational Education. "Now, we must take these men of the mass and turn them back into individuals again."

It is stated that almost weekly come reports of local unions who waived apprenticeship regulations or let down the bars to admit to membership free of charge these boys who risked their lives and suffered injury that now forces them to learn a new trade or calling.

Trouble for Four L's

Operations are not running smooth for the Loyal Legion of Loggers and Lumbermen these days. O. R. Taylor, a member of this employers' outfit, is mad clear through, and has paid his good money for an advertisement in a local newspaper to unburden his woes, which are substantially as follows:

The legion is a company "union," maintained by lumber owners. The "union's" wage board consists of an equal number of employers and employed. The chairman is an employer. At a recent conference of the board wages were reduced, and now Taylor tells how it happened. One of the employes' representatives was absent and the chairman took it upon himself to fill the vacancy. The appointee "happened" to be an employer and the vote to reduce wages was 5 to 3. The membership of the "union" was not consulted.

Bosses Are Warned

At Wilmington, Del., the wage reduction

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

At Hamilton, Ontario, organized carpenters have asked contractors to advance rates from 85 cents an hour to $1. Other demands include the union shop, double pay for overtime and weekly pay days.

Statistics relative to Labor hostilities in Spain have recently been published in Barcelona. They show that during the year 1920, 101 persons, comprising employers, managers of works, policemen and employes, were killed, while 176 were wounded. There were eleven bomb explosions resulting in 5 killed and 15 wounded.

Labor troubles are still stirring Barcelona, Spain. Recently shots were exchanged between a number of alleged syndicalists and the caretakers of a large silk factory which resulted in several casualties.

Recently Premier E. G. Theodore declared that anyone who doubted that Australians would soon be called upon to defend their homes against Asiatic invasion, were living in a fool's paradise. Asiatic ideals and aspirations, he added, were a menace to the ideals of the Australian labor party.

"Written with the idea of preparing the public mind for a drive against the wages of building trade workers," is the comment of the Alberta Labor News on a plea by the Calgary Daily Herald for wage reductions because the price of lumber has dropped. "The insinuation that the wages of building tradesmen are, or have been, extortionate, is false and without any justification whatever," says the Labor News. "How can it be said that the wages are in any way unreasonable unless it can be proven that the standard of living in 1913 or 1914 was too high? Does the Herald claim that the wages now received by the workers in the building trades are higher in their buying power than the wages in 1914? And does the Herald believe that the building trades workers should have a lower standard of living than they had in 1914?"

The first Monday of June, 1921, is the date set for the All-Australia Labor Conference. To this congress will be called all representatives of unions and political sections of the Australian Labor party. They will prepare a program on which all Labor Sections are expected to unite to protect and advance the interests of the workers of Australia. Following the congress, a national political conference will be called with a view to placing the decisions arrived at in the platform of the Labor party. (1) A decent wage for all workers; (2) the socialization of industry; (3) the most suitable methods of trade union organization to meet present conditions; (4) the participation of workers in the control of industry generally; (5) representation of the employes upon the management of state-owned industries, such as railways, street car lines, water supply, postal service, etc.; (6) representation of employes on management of private industries similar to that existing in some continental countries and being claimed in England and America; (7) housing; (8) workers' compensation and employers' liability; (9) production and development; (10) standard of comfort, including education; (11) unemployment and sickness insurance, and (12) marketing and the abolition of the middleman.

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If you are an American or want to be one, or if you don't know, get Axtell's book and find out what America stands for today. What are you doing to see that equal opportunity to each Citizen of the United States in this great land, is preserved? The Seaman's Act, the Emancipation Act of seamen, a bloodless victory for the organization of workers, freeing more men than the Civil War of 1865 and without bloodshed, is fully explained in this book. Postpaid retail price, $1.00.

Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

Olaf Nyhagen, a native of Bergen, age 36, is inquired for by his mother, Mrs. Dina Nyhagen, Bergen, Norway. 4-28-20

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Yeoman, W. E.	Kalnin, Ed.
Young, Fred	Jonassen, Fred
Young, William	Campbell, J. R.
Zimmerman, Fritz	Peters, J. M.
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Pacific Coast Marine

After having run ashore in Wrangell narrows, Alaska, recently, the Standard Oil tanker "Atlas" has been repaired on Puget Sound.

The new tanker "Liebre," built for the General Petroleum Company and launched December 15, was given her trial trip on the bay and adjusted her compasses.

By the small margin of ninety minutes only the motorship "Siam" saved her charter by being ready to load cargo on the Sound. Had she failed in her time she would have cost her owners $45,000.

The schooner "Henry Wilson" arrived at Hilo recently with a cargo of lumber from Port Angeles. She took 40 days to complete the trip, one of the longest voyages on record between those ports.

More than 150 cadets in the Coast Guard Service will be taken to Europe for a cruise aboard the U. S. "Mohave," which is being completed at an Oakland shipyard. The "Mohave" is one of three large cutters built for the Coast Guard.

With forty passengers and much freight the steamship "Santa Cruz" arrived at San Francisco last week. In the hold of the "Santa Cruz" were 5084 bundles of gunnies, 6206 bags of bone meal, 1513 sacks of saltpetre, 816 tons of cocoanuts, 752 tons of merchandise and 277 boxes of tea.

The power schooner "Mae Hyman" was towed into San Francisco February 18 by the steamer "South Coast," which picked up the derelict seven miles southwest of Stewart's Point. After taking the craft in tow the "South Coast" also picked up the crew of three who had abandoned her after she struck the rocks.

Recent reports from Honolulu included an announcement that the steamer "Senasta" from New York for Manila, arrived at the Hawaiian Islands with her engines disabled and that it would be necessary to have repairs made before the ship could proceed on her journey. The extent or cause of the disability was not stated.

The British steamship "Pengreep," which has been steaming up the coast at forced speed to fulfill charter provisions, arrived on time at Portland. She was under charter to Strauss & Co. to load grain. Failure to have arrived in time would have cost her owners a large sum, as she sailed in ballast from Europe.

Local steamship officials comment on the apparent revival of trade conditions at Mexican ports, evidenced by the large cargo which the Pacific Steamship Company's steamship "Admiral Farragut" carried from San Francisco. The "Admiral Farragut" is said to have been offered more freight than she is capable of carrying. This is the first time for many months that this has happened.

The "President Roosevelt," said to be the largest motor-driven merchant vessel in the world, has been placed in the service between Scandinavian ports and San Francisco, by the Norway Pacific Steamship Company, it is announced. This makes the third motor ship to be operated to this coast by that corporation. The others are the "Borland" and "George Washington," the latter having arrived Monday.

Another big tanker has been added to the coast fleet of fuel vessels. The "John G. Drum," which was built for the Associated Oil Company, has been launched from the Alameda plant of the Bethlehem Shipbuilding Corporation. Upon leaving the ways she was towed by the Rolph tug "Relief" and Peterson's tug "Tatoosh" to the Union Iron Works for installation of her boilers.

Chairman W. S. Benson and other Shipping Board officials at Washington are reported in Eastern papers to have declared that the withdrawal of Government tonnage had about reached an end. A few additional assignments to the various boneyards will be made in the next few months and then the reaction will set in, they said. Thenceforth the vessels will be gradually returned to service. Approximately 350 Shipping Board steamers are now resting on mud banks most of them on the East Coast.

At Hanlon's shipyard recently a novel engineering task was successfully accomplished when the hull of the "Dan F. Hanlon" was pulled out of the water to the ways by the steamship "Homer's" second gear. As the Hanlon yard has no drydock it was necessary to place the hull on the launching ways. The task of getting her out of the water was a problem which baffled marine engineers for a week. Finally the "Hanlon" was pulled up by the tackle. Only twenty-five minutes were necessary to complete the job.

An interesting situation with regard to the inspection of American steamers in Shipping but the "feeder" steamers do not call at American ports for years on end. The Steamboat Inspection Service has resisted the additional duty because of the expense of foreign inspections and the shortage of funds.

Five ex-German sailing vessels of the type bought by the Robert Dollar Company from the British are offerd for sale now by the French government. The ships are at Santa Rosalia, the port where the Dollar purchase was made. They are put on the market because of the refusal of the French government to take them off the hands of Germany, the refusal being due to a lack of funds for the increase of French maritime interests at the present. The Robert Dollar Company is not expected to interest itself in these ships, as they already have a fleet of nearly a dozen which will fill the needs of the company. It is possible however, that some other San Francisco shipping concern may be a bidder.

Refusing to comply with the request of the Luckenbach line and the American-Hawaiian line the Shipping Board has declined to withdraw its five steamers from the operation of the North Atlantic & Western Steamship Company in the intercoastal trade, according to Washington dispatches. This ruling, it is believed, may disrupt the intercoastal conference, as W. A. Harriman, head of the American-Hawaiian line, recently intimated his company would withdraw unless the "Nawsco" line were ejected from this trade. The board, in its decision held that the North Atlantic & Western was the first to connect Boston with the Pacific Coast and for a time was the only line operating between North Atlantic ports and the West Coast.

San Francisco export and import firms are on the verge of a serious crisis which may mean disaster for some of them. The working staffs in the offices have been cut to the bone to save overhead and it was hoped that the saving would tide the companies over until there comes a hint of business resumption. Although the export and import companies have not suffered from the slump as have the shipping corporations that have vast amounts invested in ships and docks they are weaker because of their lack of assets on which money can be borrowed and will be the first to go under, if conditions force the issue to that climax. Many of the larger houses with connections of many years' standing in the Orient have recalled their representatives and are placing them in the home offices in place of newer men. Some of the houses have even discharged telephone operators and private secretaries.

The "Golden State" and "Hawkeye State" are due at San Francisco March 4. Fifteen vessels, all of the same type, are to sail between this port and the Far East. The "Hawkeye State" is carrying passengers to Honolulu via San Francisco under direction of the American Express Company. The "Golden State," under the house flag of the Pacific Mail, will be placed in the China, Japan service after arriving here with her many passengers. These ships are the first two of the longer and speedier type of passenger and cargo liners being built for the shipping board. They are representative of the 535-foot class of which sixteen are being constructed in Atlantic Coast shipyards; with the seven liners of the 522-foot class built for the shipping board by the New York Shipbuilding Corporation, they form the only passenger liners in the immense shipping board fleet.

Mexico has purchased another former United States war craft, making a total of three vessels acquired from local interests within four months. The newest addition is the "Yakqui," formerly one of the eagle type of sub-chasers used extensively during the war in doing patrol duty on the East Coast. Reconditioning of the vessel is now under way at the Frank Stone shipyards in Oakland. The craft will not be ready to leave for Mazatlan before three weeks. Edward S. Hough, well-known consulting engineer, who acted as the agent for the sale of the "Agua Prieta" and the "Machias," the other two vessels purchased by the Mexican Government, performed a similar service in reference to the "Yakqui." According to Hough, the "Yakqui" will be used for the same purpose as the other two craft—patrolling the coast of Mexico and also serve the customs boarding officials at Mazatlan.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830 —Adv

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(Continued on Page 11)

The Seamen's Journal

Published weekly at San Francisco
BY THE
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Established in 1887

J. VANCE THOMPSON.....Editor
S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, FEBRUARY 23, 1921.

SHADES OF THE VIKINGS

Included in the many activities affected during the world war, are several which were almost obliterated. Perhaps none felt the influence with greater force than world exploration, which dropped off to a minimum. Those daring spirits from which the personnel of exploring parties are recruited, had more pressing and exciting business directly at hand, and until such time as those immediate requirements had been fulfilled, all else was of necessity relegated to some future period of time. Those venturesome individuals who were not directly engaged with the armed forces of either side, generally satisfied their desire for adventure in mine sweeping, blockade running, and sailing, or fishing in the dangerous waters of the North Sea. The element of uncertain life which lurked in the floating mines, submarines, and other hazards of the deep, appealed to the soul of the explorer, in as great force as the attainment of the North or South Pole, and furnished a considerable greater degree of excitement for that particular time.

Now that the passionate emotions of hostilities have become a matter of history, the thread of like again assumes an aspect of dullness to the vision of the adventurer; they can never be tempted to remain inactive, or to conform with the ordinary course of conventional or social life. The all-pervading restlessness of the vikings will not be suppressed, and once again courageous and adventurous eyes are turned from the sedentary existence of town or hamlet towards the [illegible] corners of the earth.

[illegible] has resulted in the formation of sixteen expeditions; some already on foot, others in process of planning. The British Antarctic expedition, headed by Commander John Lachlan Cope, formerly of the Royal Navy, is one of the most extensive.

It is financed to $750,000 and includes five ships, one hundred and twenty-five men, airplanes and a complete wireless outfit. The objective of this voyage is circumnavigation of the Antarctic Ocean, with a dash to the South Pole as an interesting diversion. The daring Norwegian, Captain Roald Amundsen, discoverer of the South Pole, was last heard from before the close of navigation, one hundred and seventy miles northwest of Nome in the Bering straits, where his staunch little vessel "Maud" was stuck in the ice-pack. He expects to be able to drift toward the North Pole when the Arctic winter breaks.

Captain Axel Landmark and Captain John Varney are, according to latest news, exploring the Kolyma River in Siberia. Their outfit consists of a fifty-foot power boat, while the chart upon which they depend for guidance is very primitive, and was made in 1878 by the Swedish explorer, Nordenskjold.

The Danish explorer, Knut Rasmussen, is preparing an expedition to cover a period of five years into Greenland, while another Dane, Lang Koch, is planning the exploration of North Greenland with the object of establishing Danish sovereignty in that territory.

In addition to the Frigid Zone exploring parties, there are four expeditions progressing in Africa, including the Mackie ethnological expedition to Central Africa, the main purpose of which is to study the Bahima, a pastoral tribe of Ankole, west of Uganda.

The British Natural History Museum have expeditions operating along the West Coast and the Jem Maria Mountains. An Italian company, under the Duke of Abruzzi, is engaged in endeavors to discover the source of the Webi Shebeli River in Abyssinia. Mr. T. A. Barns who discovered a race of pygmy savages on his last trip is now touring the Belgian Congo.

There are several minor exploring parties operating in South America, including the mysterious Amazon Valley. Also in Baffin Land and Novaya Zembya, China, Tibet, and the Islands of the Pacific.

Thus ever the Angel of unrest spreads his influence over the earth, inspiring the adventurous with the full quality of his spirit.

WHERE'S THE NORMALCY?

War is exactly what Sherman said it was and then some! The recent little unpleasantness seems to have raised "war" with normal standards in the original domain of Johnny Bull. Old-time reverence for the divinity of property is receiving an awful contradiction in these days of unemployment and hunger; and should this tendency of the working stiffs to help themselves, continue to expand, shock absorbers will be the order of the day amongst the plutocracy of the "tight little Isle." Evidence is not wanting that the ox which treadeth out the corn, refuses to be muzzled any longer, therefore, the party of ultra-expensive girth is acquiring wrinkles of worry, if not of paunch.

One of the reasons for this condition of mental anguish, which permeates the ranks of British "big business," is contained in the following consular report of recent date.

Commercial circles in Great Britain are much exercised because of the increasing pilferage of goods in transit. Accordingly a committee has been appointed by the London Chamber of Commerce, comprising representatives of merchants, manufacturers, cartage contractors, export packers, shipping and forwarding agents, and master lightermen and others, with a view to taking such steps as seem best suited to deal with the evil. The committee has also approached the British Home Office with a view to strengthening the police arrangements on and in the vicinity of the River Thames. The urgent necessity of universal action is illustrated in a letter which the committee addressed to the Home Office on December 1 and which pointed out, among other things, that:

Claims for theft and pilferage passed by Lloyd's Claims Bureau from September 27, 1919, to November 6, 1920, amounted to £574,154 [$2,794,120] in 59 weeks, an average of £9,731 [$47,355] per week. These are only the settlements by such Lloyd's underwriters as use the bureau, besides which there are large amounts paid by the insurance companies, and there are also the losses borne by merchants uninsured and the enormous claims paid by the shipowners. . . . The claims paid by one shipping line were at one time at the rate of $250,000 per annum.

We are at a loss to understand what tremendous force can have unbalanced the docility of our limejuice cousins. For the love of Mike! When are those birds going back to their state of normalcy? Don't they realize that Russia is the only country in which such disregard for the belongings of the plute is expected to exist, or has their sense of servility been smoked out of them altogether by the Kaiser's gas bombs? However, a remedy for this new malady must be adopted, and if these sleight-of-hand performers persist in the evil tenor of their way they will require a few inoculations of bacteria from our Supreme Court decisions. This might be deemed necessary if the westward course of the trouble is to be checked owing to the contagious nature of the disorder.

Manchester ranks as the second port in the United Kingdom in regard to the volume of oil imports, London being placed first. Within the port there are eight installations, totaling 59 oil tanks, with a holding capacity of 37,594,105 gallons. In connection with the oil trade of the port the Manchester Ship Canal Co. announces that in the near future there will be a dock completed in the lower section of the canal in which steamers with cargoes of petroleum spirit and other low-flash-point oils can safely be accommodated. It is also reported that this new oil depot will be utilized for the bunkering of oil-propelled vessels.

World is rushing toward bankruptcy, is opinion of Congressman Robert Luce of Massachusetts, a lifelong student of economics. National debts of the world, excluding Russia, have increased by $88,000,000,000 since the armistice, paper money of world has increased to the extent of $39,000,000,000 in the same period and that private loans by Americans to European countries total nearly $4,000,000,000 in addition to $10,000,000,000 which this government loaned to allies during war.

GRASPING AN OPPORTUNITY

It is a poor rule that will not work more than one way. Unemployment conditions on the Atlantic Coast as well as in other districts furnish at least one compensating feature. It is necessary, however, that timely and proper advantage be taken in order to derive benefit from the situation.

Owing to the fact that all the ports of our Atlantic seaboard are choked with idle ships, they are also teeming with idle seamen. Reliable information intimates that members of the Eastern and Gulf Sailors' Association do not intend to permit the hours of their enforced idleness to be entirely wasted. They realize that circumstances have furnished an opportunity for education along trades union lines, to a larger number of seamen than could possibly be gathered together under normal conditions. The benefits of closer fraternity can not be overlooked as seamen during such periods as these become more fully acquainted with each other. The situation affords an opportunity for real constructive action, in which a greater percentage of the rank and file take part; therefore, a greater percentage of the same element are better versed in regards to actions taken and the chances of misunderstandings are considerably lessened. In large and enthusiastic meetings such as are now taking place on the Atlantic and Pacific coasts, it is imperative that the wishes and desires of minorities be considered with all the toleration that can be practiced. The majority on a given question at a certain time is not always right. Changing external circumstances may require a sudden change of front, therefore, intense consideration of a particular subject in regular meetings, which might only be carried after emotional argument, cannot satisfy all; but every effort should be made to acquire the greatest degree of satisfaction to the largest number of members.

A rule or order of a union can be made pleasing, or displeasing, in accordance with the interests of members in the matter thereof. The general situation on the Atlantic bids fair to result in great advancemment for the organizations, fuller understanding amongst the members; the establishment of a well-defined policy ably supported, and a higher conception of the aims and objects for which the organized seamen of the world continue to strive.

WATCH THEM GROW

Whenever two forces meet in conflict there must inevitably be one certain spot, in either side, upon which the weight of opposition strikes hardest. This applies to every struggle, including wars of attrition.

In the efforts of American seamen to maintain their human and citizen rights, perhaps the most severe pressure has been exerted upon our comrades in the district of the Great Lakes.

Whatever opportunities for advancement of interests may have resulted from war activities in the other districts, they did not operate with equal effect in the regions of the Lakes.

Considering the fact that the Lake seamen are directly confronted by the most powerful and aggressive combination hostile to labor in the United States, it is not to be expected that this section would be able to advance with the rapidity of other districts, who have been more fortunately situated.

There is no reason for the Lake seamen to feel discouraged, or for others to believe that there is the slightest lack of energy or fault of method responsible for their conditions. The Lake seamen have always demonstrated their fighting ability and revealed the most earnest and intelligent leadership.

They never overlook an opportunity to strengthen their ranks, or advance the interests of seamen and labor in general. Judging from record of past performances and the spirit displayed under most adverse circumstances, we can confidently look forward to some lively and effective organization work being accomplished by all groups of the Lake seamen when the coming season opens.

DON'T BE A TRAMP

The story is going the rounds in New Orleans of a tramp who secured a position in a sugar mill there. After working for several days and getting his clothing and hair thoroughly dusted with powdered sugar, he quit his job and proceeded to light up on bootleg whiskey. When he became thoroughly saturated, the idea came to him to move on to another town. He located a box car, crawled in and was soon fast asleep. It was not long before the sugar attracted a vast number of flies which soon covered his clothes and face. In his sleep, he made feeble attempts to drive them off. Finally, a bee flew in and stung him on the nose, at which the tramp arose and said: "Now, look here, if one of you does that again, I am going to put you all off."

The American people have been stung very considerably of late by all sorts of fake get-rich-quick schemes, and it is time for us to awake and "put them all off." This would be a hard thing to do if there was only one place where a man could put his money. Fortunately, there are not only get-rich-quick schemes but investment opportunities that are thoroughly safe and profitable. Thousands of workers in America, who are too wise to get stung, are putting their spare cash every week into $1.00 Treasury Savings Stamps and thereby are laying up a store of independence for the future.

The subscription list of the JOURNAL continues to grow rapidly. Comrade John Clausen, agent for the Eastern and Gulf Sailors' Association at Galveston, Texas, is the latest to favor us with an order for a big increase. We feel assured there are others about to emulate the worthy example of Comrade Clausen, so send them in, boys.

The American merchant fleet was increased during the last fiscal year by 670 vessels of 3,416,000 gross tons. On June 30 the American shipping comprised 28,183 vessels of 16,324,024 gross tons. This compares favorably with 7,928,688 gross tons in 1914.

Always demand the Union Label!

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Feb. 21, 1921.
A synopsis of the meeting of the above date will be published in the next issue.

ED. ROSENBERG,
Secretary.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.
This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary.

Vancouver, B. C., Feb. 14, 1921.
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Seattle Agency, Feb. 14, 1921.
Shipping dull.
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Aberdeen Agency, Feb. 14, 1921.
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CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Feb. 14. 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Feb. 14, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Feb. 7, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Feb. 17, 1921.
The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported situation unchanged.
EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Feb. 19, 1921.
Shipping slow; prospects poor.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203. P. O. Box 214. Phone Main 2233.

Seattle Agency, Feb. 10, 1921.
Shipping dull; plenty of members ashore.
JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

MOONEY CASE WON'T DOWN

"If ever there was a case where the law has failed to afford a remedy for its own gross misuse, it is that of Mooney," says the New York World, in discussing the confession of John McDonald, star witness for the Mooney prosecution.

"That he (Mooney) had a guilty part in the bomb outrage on preparedness day in 1916 was never credibly established. That the prosecution employed methods to justify his conviction at the time, dishonorable and corrupt, is shown in the sworn statements of men once in its service. Judges and assistant district attorneys connected with the case have since declared that on the evidence presented against him Mooney should not have been convicted.

"Yet nothing is done to rectify a wrong which strikes at the very foundation of the administration of justice."

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

THE SEAMEN'S MEETINGS

This has been an unusually full week among organized seamen in the port of New York.

Owing to the prevailing business depression and inevitable tying up of hundreds of oversea freight steamers, thousands of unemployed seamen are now on the beach.

The shipowners, with their ancient cunning have therefore thought it a favorable opportunity to reduce wages, and force an entering wedge through the wage clauses of the seamen's agreements. But they have been somewhat nonplussed by the cheerful and unbending attitude of the organized seamen who have long been preparing for a winter vacation, and feel that they can afford it after all their titanic exertions since the beginning of the world war. For more than five years our comrades have been in constant and strenuous service, therefore a respite is acceptable.

A revival of trade is confidently expected soon, and the organized seamen will work all the better for having enjoyed a rest.

The Seamen's Unions have been taking advantage of the opportunity presented to conduct an extensive campaign of education among our membership.

It is not often that such a large proportion of the members can be reached, and instructed under snch favorable conditions as exist today. The organized seamen are now in a receptive mood which results in closely packed and intensely interested meetings.

Tanker Disappears

It is believed that the American tank steamship "Hewitt," which left Sabine, Texas, about January 21st for Boston, will be listed in the fleet of mystery ships that have vanished from the surface of the sea leaving no trace. Radio inquiry sent broadcast has failed to reveal any news of the tanker which should have reached her destination in eight days.

The "Hewitt" carried a crew of forty-two men, signed on at Portland, Me., and was commanded by Captain H. J. Hansen.

Timely Reconsideration

The hasty action of the regular meeting of the Eastern and Gulf Sailors' Association on January 31st in laying Comrade G. H. Brown as coast organizer and instructor on the score of economy, was very wisely reconsidered by the subsequent meeting held February 7. This action in rescinding the act of the previous meeting was taken after a complete survey of the economic and industrial situation all along the coast.

The result of this survey clearly showed that at no time in our history have the services of a good instructor been such a necessity.

With ships laid up, and thousands unemployed seamen all along the coast with nothing better to do than listen and think, and with the Shipowners' Association planning and actively contending for a deep cut in wages, not only after May 1st but if possible, now, the importance of instruction and encouragement to our members, in the present crisis cannot be overestimated.

Revising the Constitution

The committee appointed early last year by the Eastern & Gulf Sailors' Association to revise its constitution, has at length been called together and has been in continuous session this week at New York.

The work of this important committee was deferred for months in the hope that the Twenty-fourth Convention of the I. S. U. of A. would be able to agree upon a common constitution suitable for the Sailors' Unions in all districts so as to avoid the necessity of transfers. But as this plan was for various reasons found impractcable, the committee has been called together in conference for the purpose indicated.

An entirely new constitution is an imperative necessitiy for the Sailors' Union of the Atlantic and Gulf. The present instrument is fundamentally a legacy of the old Atlantic Coast Seamen's Union, preamble and all, as revised by a committee of that organization in November, 1900. It has no more application to our present requirements than the laws of Wisby. It is a document of conflicting amendments, inserted from time to time during the past seven years to cover new exigencies as they arose, until now its cardinal provisions are almost impossible of interpretation even by the wisest of our sea lawyers and expert parliamentarians. It became necessary to modernize, simplify and clarify its provisions, so as to render them intelligible to all. Judging by the calibre of the committee now having the revision in hand, we feel assured that a workable and up-to-date constitution will be presented to the Association for its consideration and indorsement.

JAMES H. WILLIAMS.

Seamen's Vocational Training

One of the prominent features of the Twenty-fourth Annual Convention of the International Seamen's Union of America was contained in the report of the Committee on Policies and Education.

When the President of the International Seamen's Union returned from Europe, and suggested consideration for vocational training, the matter received but little favor from the membership. The old-timers regarded the proposal as unnecessary, and the younger members considered that if they could get by, it would be sufficient for the purpose.

Actual Service Required

In former years, actual sea service was required in order to become a sailor, and the same holds true in the present day, notwithstanding our improvements in the methods of propulsion, and the time-honored science of sailing ship practice will always remain to a certain extent. Previously the long voyages in sailing vessels furnished ample opportunity for apprentice seamen to acquire the necessary skill to be classed as A. B.'s; but the steamships of today preclude such opportunities, and the apprentice must seek elsewhere for the instruction necessary to render himself efficient.

Unwarranted Complaints

A number of shipowners frequently complain of inefficient crews, but they make no attempt to remedy the evil, or seek the cause. In their efforts to obtain cheap crews they ignore the obvious fact that quality is inconsistent with cheapness. We have directed their attention at all times to the fact that the most efficient seaman is the most economical, and therefore the safest to be employed. Foreign competition can easiest be met, by the maintenance of a standard of efficiency in the crews of the American merchant marine that will be kept at the highest standard continually, thereby lessening the big item of expense as embodied in cost of repairs. To date, however, shipowners generally have pursued an impecunious policy of seeking the cheapest crews irrespective of skill.

Seamen Educate Themselves

In order to advance the interests of the American Merchant Marine and to save it from possible disaster it has now become necessary for the Seamen's Unions to take these matters in hand, and our graduates must be the most efficiently trained and best educated seamen in the world. Modern shipbuilding and rigging have gradually standardized, and the oldest and most experienced mariner will find something to learn as new methods apply.

The establishment of our own training quarters where work will be performed under supervision and guidance of experts of the modern school will result in our graduates carrying their skill and knowledge to sea with them and practicing the same on board ship. When this is accomplished, union seamen will have to be conceded the most skillful and dependable afloat, therefore the most economical. Shipowners will realize their interests will be best served by employment of these trained seamen, who will be capable of keeping the vessels in perfect shape in all departments; instead of the ships being laid up at frequent intervals for overhauling by expensive shore gangs, costly delay, or loss of charters. Further explanation is deemed superfluous and if readily put into effect in accordance with the program of the committee success is a foregone conclusion.

J. H. W.

Legal Notes

In last week's issue of the SEAMEN'S JOURNAL we discussed the Hong Kong record in the "Sequoya" case, wherein thirteen Chinese seamen, shanghaied in New York for a month's advance, libeled the ships at Hong Kong for $22,000, claiming wages for the entire voyage, and transportation back to New York, on the ground that they had been engaged under false pretenses, and otherwise unfairly dealt with at the British Consulate at the Seamen's (?) Institute Building, both before and after signing.

Through the courtesy of Mr. Frederick

R. Graves, attorney for the Seamen's Unions at the hearing before the Commissioner, appointed by the British foreign office to take testimony in this case at New York, we have been privileged to examine the record of the first two days' proceedings.

The hearings were held at the British Consulate, 44 Whitehall street, beginning December 10, 1920.

From our examination of these voluminous documents, and laying aside detail and legal verbiage, we are firmly convinced that whatever else was done, the Chinese crew were signed in entire ignorance of certain clauses inserted in the Articles at Hong Kong where the voyage originated.

The Captain of the "Sequoya" acknowledges that he signed the men for 18 months "trading to and fro" between the United States and the Orient, because they had demurred at signing for two years as he had first proposed. Their demurrer was stated to him by the Chinese boarding master, George Wong, of 48 Mott street, from whom he engaged them, and the master modified the time they were signed for according to their request. A letter to this effect was dictated by the port captain of the Standard Oil Company, the real owners of the ships at the company's office, 26 Broadway, and given to Wong and the Chinese libellants have filed this letter in evidence with their attorneys in Hong Kong.

Both the captain and the consul's clerk admit that in so far as they know, none of the 14 men signed except No. 1 man (the bosin) understood any English. No. 1 man knew a little pidgin English, yet he was appointed interpreter; the boarding master who understands English almost perfectly was excluded from the office, therefore the reading of the Articles must have been a mere farce.

Moreover, the Vice-Consul did not even witness this farce, and testifies that he does not remember the incident, as he usually leaves all such unimportant matters to the honesty of his clerks.

Excluding bias or race prejudice against Oriental crews, we devoutly hope the crew of the "Sequoya" win their case. They deserve to win! They had the courage and intelligence to take up the fight against this abominable deception in their own land and against the sovereign power of the British Government.

To that extent their fight is our fight. If they win it will put a stop to a most pernicious practice in the method of signing Asiatic crews at British Consulates within the United States, to the great detriment and loss of the American Merchant Marine. And if they should lose, the practice will have been exploded anyway, and our British competitors will have to invent some other scheme with which to ensnare the heathen Chinese.

Mr. Silas B. Axtell, attorney at law, was present at the regular meeting of the Eastern and Gulf Sailors' Association on February 7, 1920, and gave an interesting summary of the legal business of his office during the year just closed. This business relates exclusively to Seamen's claims and, according to Mr. Axtell's figures, involved an office expenditure of $45,000.

J. H. W.

DAILY INFLUENCE OF ASTRONOMY

The following article contains excerpts from an address which has resulted in widespread comment throughout the country; which was recently delivered by Dr. W. W. Campbell, Director and Astronomer of the Lick Observatory of the University of California:

"Astronomy supplies the nations with accurate time, it provides accurate maps of the continents and islands, by it the navigator may locate his ship in the middle of the broad ocean within a mile of its true position, it fixes the boundary lines between nations, and determines the times of high and low tides, vital to mariners in entering many harbors.

"Astronomy has determined that the sun is so large, that if it were a hollow shell there could be poured into it more than a million earths on which we live, and there would still be much unoccupied space between the earth balls.

"If anything should intervene to cut off the sun's energy from the earth for one short month, the tropics would attain to a state of frigidity to which the south polar continent, as now observed, would be a rose garden in comparison.

"The coal deposits upon which we draw today for the running of trains, ships, factories and rolling mills, are but the solar energy of an earlier age, compressed, transformed and preserved for our comfort and power.

"It would take more than two billion earths placed side by side to form a continuous spherical shell around our sun at a distance equal to the earth's distance, and thus to receive the total output of solar heat. Therefore, less than one two-billionth part of that output falls upon the earth.

"How can the sun maintain the supply of energy for tens of millions of years, as it undoubtedly is doing? Practically, a knowledge of the origin of the sun's heat may be the key for locking up great quantities of it on summer days and unlocking it when and where needed.

"Mars is literally one of the earth's brothers and we should be sincerely interested in his welfare. If Venus always presents the same face to the sun, as has been declared, just as the moon always turns the same hemisphere to the earth, then one hemisphere of Venus undoubtedly remains intensely hot in perpetuity, and the other in perpetual darkness and excessively low temperature.

"It is probable that if our vision could penetrate to other stellar systems, lying in all directions from us, we should there find life in abundance, with degrees of intelligence and civilization from which we could learn much, and with which we could sympathize.

"The number of small foreign bodies which collide with our planet every day is very great; a conservative estimate is 20,000,000. Except for our beneficent atmosphere man would suffer many tragedies from the bombardment. There is reason to believe that the earth is growing larger very slowly, from these accretions, and this may have been the process by which the earth grew from a small nuclear beginning up to its present size.

"Rays of light sent out by the sun require a little more than eight minutes to reach the earth, traveling at the rate of 186,000 miles per second. Our sun and its family of planets is traveling through the great stellar system with a speed of twelve and a half miles per second, equivalent to four hundred million miles per year. The earth is certainly hundreds of millions of years in age. Our stellar system may be but one of hundreds of isolated stellar systems distributed through endless space. This is not an established fact, but the evidence seems to run in its favor."

BRITAIN SETS NEW RECORD

All records for the construction of merchant vessels were broken by the shipyards of Great Britain during 1920, when 618 vessels of 2,055,624 tons were completed. According to Lloyd's Register of Shipbuilding, the total of 1919 was exceeded by 435,182 tons, and the previous record figures of 1918 by 142,371 tons.

On the other hand, the figures given on the 1920 output of United States yards—509 vessels of 2,476,253 tons—show a decrease of 1,599,132 tons compared with 1919, this decrease accounting for more than 92 per cent. of the total reduction in tonnage launched abroad during 1920.

The world's output for 1920 was 1759 vessels of 5,861,666 tons, against 2483 vessels of 7,144,549 tons in 1919 and 1750 vessels of 3,332,882 tons in 1913.

A feature of the year has been the launching of 1,825,000 tons of vessels to be fitted with steam turbines, these figures representing one-third of the total world's output of steel steam tonnage.

The tonnage launched by Japan, Norway and Sweden during 1920 also shows a decrease, but the output of other countries increased in comparison to 1919.

WORKERS MUST BE FREE

"It is idle to expect wage earners to be efficient citizens unless our industries are organized so that they may play an increasingly responsible part in determining the conditions under which they earn their living," writes Henry R. Seager, professor of political economy, Columbia University, in a New York paper.

"Employers who give scope to the reasonable aspirations of their employes to have a voice through employe representation in controlling the conditions of employment are rendering an invaluable service to the whole community. They deserve to rank with our best teachers and most forward-looking statesmen. Employers, on the other hand, whose one thought in their relations with those whom they have in their employ is how they can keep them down, thwart their legitimate desire to organize and reduce them to the situation of helpless dependents on the employers' bounty, are undesirable citizens, and should be recognized as such by all men."

"Under all forms of government the ultimate power lies with the masses. It is not kings nor aristocracies, nor land owners nor capitalists, that anywhere really enslave the people. It is their own ignorance."—Henry George.

OUR WASHINGTON LETTER

(By Laurence Todd)

Railroad Workers Determined

Railroad labor is not going to be driven out on strike right away. The Railroad Labor Board has decided that there exists no emergency to justify, nor any law to permit, the setting aside of the wage award of last summer and the abrogation of the national agreement on shop conditions, entered into between the organized employes and the companies. The principle of collective bargaining has survived the grand assault ordered by the railroad executives under the leadership of Gen. W. W. Atterbury of the Pennsylvania.

Of course the companies will now bring on their formal claim for a revision of the wage award. That will mean weeks—perhaps months—of taking of testimony as to the changed level of commodity prices and of rents and other elements in the cost of living. Then, if the Board finds that the cost of living for the railroad workers has fallen to a serious extent, it may decide that the wages shall be cut.

That will not decide the question, however. The railroad workers may decide that they will not accept the assumption that they are entitled merely to a fodder wage. They may want to increase their standard of living by a few dollars a month, as measured in the cost of food and clothing and rent. They may decide that their present wages are low enough. Just now they are all saying just those things. Their officials reflect the same sentiment. They predict that "Our boys will go out in a rush, from one end of the country to the other," if the companies try, either with or without the sanction of the Board, to make them work for less dollars per month than they are now paid.

Wall Street stock-market gamblers, and coal operators and their lobbyists here, are considerably worried over the stubborn refusal of these railroad men to take rations and keep quiet. The big financial and industrial interests have fared so well, otherwise, in the closing weeks of this Congress, that they look upon organized labor in the railroad and one or two other basic industries as nothing less than crazy in its defiance of "economic law" laid down by these business barons. It is preposterous, they say, that labor should try to keep wages in the railroad industry, and in the coal industry, up in the mid-air of war times!

Congress Favors Profiteers

Business has fared well with the meat packer legislation. Republican National Chairman Hays has sent word to the House steering committee, according to current report, that there shall be no packer legislation. That measure is dead, unless the House leaders become frightened at the storm of protest now being raised by the organized farmers and by organized labor. It seldom gets frightened.

In the matter of the coal control bill, the profiteers have been fortunate in the draft of the Calder bill, which was so clearly subject to being used by hostile courts to enforce the nine workers that organized labor has fought some of its chief features. As organized labor did not promptly offer amendments which would make the bill safe from a trade union standpoint, the bill cannot get anywhere in this Congress, and the coal profiteers will be undisturbed for six months or a year longer, at least.

Then there is the handling of credit for the farmers and small manufacturers, which is sorely needed to restore the power to produce. Wall Street had profited greatly by the collapse of farm prices, and had relieved some of the biggest industrial concerns in the country of their stocks and bonds, before the country realized that credit had been artificially choked off. Congress was in danger of restoring a big volume of farm credit. But the business barons and their lobbies took action in Washington, and the farmers remain helpless, in the lock-step that is leading thousands of them to bankruptcy and foreclosure sales.

Future Prospects Uncertain

The outlook for the remainder of the year—the period after the new administration comes in—is obscure. Harding is trying to learn what he should think, down in Florida, from a motley crowd of millionaire railroad officials, bankers, steel and coal and shipping magnates, and second-rate politicians. He seems to have played safe by selecting Hughes for Secretary of State, and to have pleased the bankers and Judge Gary by promising the Treasury job to Andrew Mellon of Pittsburgh. This Mellon is discovered by the New York World to be one of the richest men in America, the fortune of his family being about $500,000,000. Their interests are in steel, coke, aluminum, waterpower, insurance companies, oil, and other basic industrials, and the capitalization of their companies is near $2,000,000,000. Besides, Mellon, with the estate of the late H. C. Frick, is the owner of the Overholt whisky distillery at Broad Ford, Pa.

This Overholt distillery is of more than passing interest in the formation of the Harding cabinet, because it involves some $18,000,000 worth of whisky in storage. The handling of withdrawal permits for this whisky by the Mellon National Bank in Pittsburgh is reported. In any case the Pennsylvania politicians believe that Mellon will appoint as Commissioner of Internal Revenue—to have in his hands the fate of this stock of whisky—one Harmon Kephart, State Treasurer and leader of the Penrose machine in the Connellsville region for many years past. Kephart's associations with Penrose are a guaranty that he will be no Puritan in handling Mellon's whisky investment. That fact has brought the anti-saloon forces of the country to assail the plan for appointment of Mellon. The fact that Mellon is one of the bitterest and hardest of the anti-labor magnates in the iron and steel district has had no weight at all.

If Mellon is rejected because of the prohibition sentiment, we may be sure that someone with equally bad industrial prejudices will be in the cabinet. John Hays Hammond, whom not even Taft dared select as head of a department, is mentioned as likely to be Secretary of the Interior, or Secretary of Commerce. Weeks of Massachusetts, who may be made Secretary of the Treasury in place of Mellon, was to have been Secretary of War. In either job he will be anti-labor, and the organized employes of the Government will have to face in his deparmtent a spiritual twin of Cal. Coolidge and Albert Sidney Burleson.

Politicians' Actions Doubted

For Secretary of Labor the favorite seems still to be John I. Nolan of San Francisco, backed by the demand of Senator Hiram Johnson. But this week a new candidate—Capt. Percy Tetlow, of Salem, O.—has been put in the field by John L. Lewis, president of the United Mine Workers of America. Tetlow has been an officer of the U. M. W. A. for 20 years. He served in the Ohio legislature two terms, was a member of the State Constitutional Convention, and is now statistician of the U. M. W. A. in Indianapolis headquarters. During the Great War he was captain of a machine gun company in France. He is described by the miners as a lifelong regular Republican, and as having served actively on State committees of that party in 1916 and 1900 in getting out the labor vote for Hughes and Harding.

Just what a regular Republican who was also a trade union official could do or say in a meeting of the sort of cabinet that is being picked for Harding, is difficult to guess. A former Bull Moose, like Nolan, could at least get some amusement from the fighting that would develop.

Opinions differ sharply upon the question as to the temper of the people at large toward these fossil politicians whom an anti-Wilson avalanche has landed in control of the Government for the next two or four years. From the Far West and from New England the reports are that the people are ready to take radical action if the new Congress does not curb the profiteers—especially the meat packers, the coal operators and dealers, the textile manufacturers and the shoe manufacturers and wholesalers. From the Middle States the reports are less positive; people seem to be drifting and ready to accept anything that may be handed out to them, so long as no further steps are taken leading toward a new war.

On that point—gradual disarmament and reduction of the army—all the politicians are agreed that the country has made up its mind. The voters are tired of paying for wars, past and future. They want to get rid of the army and reduce the navy, by agreement with the big powers abroad.

The President got just one vote in the Senate to uphold his veto of the reduction of the army from 280,000 to 175,000 men. That is the most severe rebuke ever given any President on any question by the Senate.

It is possible that public opinion against the profiteers and the anti-labor conspirators will presently be brought home to the politicians in quite as definite a way. If it is, then we shall see the politicians scrambling to enact bills which pretend, at least, to bring the profiteers under control and safeguard the rights of the organized labor movement.

But that is in the future, and highly uncertain.

A home built in 1683 of heavy oak timbers with a field stone foundation is still in excellent condition in Lopsfield, Massachusetts. It has been taken over by an historical society.

WEEKLY NEWS LETTER.

(Continued from Page 3)

demand of contracting painters, who asked that rates be cut from 90 cents an hour to 75 cents, was given a hot reception by House Painters' union No. 634.

The unionists declined, and in a public statement told the reason why. The employers were notified that "they are not dealing with a group of first-grade school children," and that if the union concludes to go into the contracting business "the fur will fly."

Heartless Coal Owners

The heartlessness of coal owners in the West Virginia section is shown in a statement issued by them in which they assail striking miners who have been evicted from company houses and are forced to live in tents with their wives and children against the snow-covered mountains.

The coal owners declare that the miners would rather live in this condition than work.

CONVENTION PROCEEDINGS

(Continued from page 2)

against that, but if experience would prove that it were a good thing to take that form of organization for a while, any way, until certain acute problems had been solved, I might be willing to run a chance, but experience all points the other way.

In economic organizations, in political organizations, in religious organizations, in social organizations, the whole history of the world proves, if it proves anything, that the greater degree of freedom that you give to men, the greater results you obtain, if you recognize that it is freedom that you stand for. Of course, if you haven't got that thought in your mind, and you think that it is merely a question of juggling for control, one seeking for power over the other, one seeking to control the other, then you don't get anywhere. Very often that spirit enters our councils, but if you seek as you ought to seek, in a spirit of equality between men, with a desire to find out what it is the other fellow has on his mind, how he feels about his peculiar problems, and to present your problems to him with the idea of establishing understanding and good will between you, that will enable you to move on together; then you do get results.

I have been one of those who for some years have stood for a greater unification and solidification in the International Seamen's Union, not through the agency of a growing centralized power, but through the establishment of a greater degree of understanding and good will among the officers and members of the organization. Power won't make us go together when it is used in a way that we feel is improper; then we rebel against it; power in itself is suspicious and arouses suspicion in us. It never works over a long period of time anywhere. But good will and understanding does work, and when you get it on that basis you are safe and you can go through with it. That does not arouse suspicion, there is no distrust fostered by that, but rather good feeling and comradeship. Then you don't care about rules, you go shoulder to shoulder, one with the other, taking your chances more willingly, standing together more solidly by far than if there stood over you some one with a club, and said: "Here, you come together or your heads will be broken." And this theory of centralization is just that—a club over the membership, the District officers and every one else concerned.

Of course, that is not the feeling of those who presented this resolution. They have the thought of good will, that is their purpose, but not having gone into the problems of the past and not having seen how these things have worked out, they seek the general military form of organization, a very simple form, everybody get together under one head and by one general order. That is military, pure and simple, but it does not work anywhere successfully outside of military operations, and it only works there because of the tremendous power of instant punishment placed in the hands of leaders of armies and navies. There is no government anywhere that uses that kind of system that any man will stand up and say it is a good government.

What is it we call a good government? That which gives the greatest degree of power and recognition to its people, the right of free locomotion, etc. That is recognized on all sides, and we apply it to all forms of organization as the measures by which we determine the value of human society. But some of us, because of quibblings and misunderstandings arising between ourselves, say: "Well, the thing to do is to get together in one organization; then we can get them to pull together and we won't have this trouble." I say, Mr. Chairman, we have tried that and have had worse trouble by far. Under this system, wherever organizations have become firmly established for a period of years, at first there was misunderstandings and all of that, but that gradually disappeared, and with it disappeared the necessity of hard and fast rules. They got together, closer and closer, until now one does not think of acting without another.

I think that instead of adopting resolutions of this kind—and I am in accord with the committee's report—this convention ought to consider some way of more effectively working towards the establishment of a better understanding of our international movement, a higher degree of good will and co-operation between the various units of the organization. I think we have been tremendously weak in one respect in that our International Union, between conventions, has limited its direct representation to a couple of men, and most of the time in our history, those men have been on part time only. I notice in the report of the Secretary-Treasurer and the report of the Committee on Audit that our International salary list is less than what many single officers, Presidents or Secretaries of such organizations as State Federations of Labor are paid in this country. The cause is that it is part time work.

I think we have arrived at the stage where such questions as come up in this resolution ought to be given mighty serious consideration. If we continue as we are now, with the tremendously large organization we now have, there will be good cause and strong argument as against what we do now for such resolutions as have been presented to us. We have got to go further along the route of establishing good will and co-operation on a free basis, or we will have to accept some other system. If not, we will ultimately find division within our ranks. I think it means simply extending the policy we have already adopted, carrying it a little further, providing the means whereby an international understanding can be kept before the membership generally throughout the year.

I do not speak in a spirit of criticism, Mr. Chairman, and I don't want to be understood in that sense. It is not that the officers have failed in any respect; if there be any failure, surely I am as responsible as any one, because I hold that every member of the International Executive Board has as great a duty in reference to the international movement as any other member. But there hasn't been the opportunity in the past. The opportunity is now here, the organization that we have all longed for is here, well financed, great in numbers, the right kind of spirit being shown, quibbling and quarreling referred to less in this convention than any other I have ever attended. The time is here when we can do these things, and I hope there will come before this convention from one of the committees something dealing with that question.

The remedy is the establishment of good will, of good feeling, of co-operation, of a general understanding, a general trust, the weeding out of suspicion. That is what you rely upon in your strikes, when your boys go out on the picket line and take their chances. It is not power that holds them there, it is not the rule of the organization that keeps them there, it is not fear that keeps them there, it is not even the knowledge that there are a whole lot of men willing to help them, but it is good will and understanding of the cause that makes a fellow go out and take chances, even when he finds his organization going down and dwindling.

Let us devote our attention towards arousing that complete understanding of the purposes and objects of our international movement, arousing and understanding in the case of the sailor, the fireman and the cook, an understanding with reference to the other branches of the trade. When we get that we will pull together, and until we do get together there isn't any chain ever forged that will ever pull us together. Understanding, good will, co-operation and a lack of suspicion and distrust is the thing we have got to have and the thing to which the International Union should now direct its attention.

We can proceed to do that without the revision of the Constitution, without the establishment of new rules. The machinery for it is here now, we are ready and can go ahead, and from what I have seen and heard among the delegates, I think we are all of the same mind. I hope there will come some general proposition that will show us a way out, whereby our activities in the international sense can be extended and a better understanding reached in that way.

Delegate Ellison, in supporting the report of the committee, stated that while he was an ardent advocate of solidarity and unity, as a means of avoiding jurisdictional disputes, he did not believe the adoption of the resolution would work out to the best interests of the various divisions of the organization. The end.

Inasmuch as the record of proceedings will shortly be obtainable as usual in book form, this concludes the Journal's summary.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
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HOBOKEN, N. J. ..... 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
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Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

BRITISH COLUMBIA STEWARDS' UNION
FRED WALSH, Secretary
VANCOUVER, B. C. ..... 311 Hastings Street, West
Room 2. Phone Seymour 3976

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Deck Street, Bellingham, Washington

Labor News

Wages of 6,000 metal trade workers in New Orleans will be reduced 10 per cent. March 15, according to Thomas Killeen, chairman of the adjustment committee of the employers. No question of unionism or open shop was involved, it was stated.

Every resource at the command of the International Ladies' Garment Workers union will be thrown into the fight against re-establishment in the Eastern States of the piecework system. The desire of some employers to re-introduce the sweat shops which are the creatures of this system, will be contested to the limit. Assessments have been levied by the union to carry on the fight for living conditions to the workers.

Fur manufacturers of St. Paul, Minn., have signed a union shop agreement with their organized employes which calls for the 44-hour week, no piece work and minimum weekly rates that range from $36 to $55 for cutters and matchers and $34 to $39 for nailers. No worker shall be discharged on account of union activities outside of working hours and overtime shall be paid for at the rate of time and one-half.

Since Jan. 1 a second reduction in wages has been announced by several operators in the lumber industry. Recently the McCormick Lumber Company of Washington announced a wage cut of $1.00 per day, following close upon a previous reduction in wages of 25 per cent. This second slash would bring the wage for common labor down to $2.60 per day. The loggers however, are not accepting these conditions kindly, and at McCormick the entire woods crew have walked out. Further labor troubles are expected to follow if the wage slashing policy of the lumber interests continues.

The National Association of Wheat Growers at Chicago recently decided to adopt a co-operative plan of selling their product in an effort to save approximately 55 cents a bushel through the elimination of the middleman. This action was taken at the final meeting of the executive board. The growers plan to establish central receiving stations in each State where the farmers may send their wheat and obtain a receipt for it. From these stations the wheat will be sold direct to the millers. Stations for receiving wheat also will be established at all large seaports to handle export trade, it was said.

Strike-breakers have been employed by the Great Western Power Company in Alameda and Contra Costa Counties in an effort to break the strike of line and power men. There are no mechanics among the strike-breakers; they are mostly boys and broken-down men forced by hunger to accept the first job offered. The Great Western barn in Oakland is being used to feed and house the strike-breakers. Following a minor disturbance at Martinez in which two strike-breakers were slightly injured, a platoon squad was detailed to strike duty by Oakland police officials. The trouble at Martinez was brought about by a strike-breaker who, without provocation, fired a gun at a committee of peaceable [illegible]. One of the strikers was arrested. At the Feather River construction camps of the Great Western Company, Brotherhood men went "over the hill" on snow shoes in answer to the strike call, the [illegible] being snowed in.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

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Chamberlain, L. C.
Cederstrom, B.
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Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

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Erikson, Lars
Ekengren, Olaf
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Gulliksen, Amandus
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Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Heggum, Louis
Halley, Wm.
Hagen, Harald
Healey, Geo. S.
Halvorsen, Karl
Hansen, Martin
Holmen, K.
Harper, Earl
Hood, Hans
Harms, F.
Hefling, Jack
Halmin, Wm.
Hahnqvist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
Jansen, R.
Johnson, Dick
Janson, John
Johnson, Chas
Jenson, James
Johanson, Matt
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Johansson, Johan R
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Johnson, Gust

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Heppen, Olaf
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Kilkeary, Frank C.
Karren, John
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Kristensen, John
Kellman, B.
Kristiansen, J. A.

Millard, Frank
Nilson, A. H
Nurse, A. L.
Nilson, Adolf
Nergaard, H.
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Pedersen, J. M.
Petersen, Bjarm
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Scarpa, E.
Stiffler, Roy
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Strand, Charley
Skaag, Paul
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Steiner, F.
Stenberg, Hjalmar
Sitts, La Verne
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Sandstedt, E. H.
Seyfried, M.
Thorsen, V.
Tasel, John
Torwich, Hans
Tangeros, L.
Thomsen, Peder
Theysen, Arthur
Unwin, H.
Wheeler, G. W.
Welkens, Henry
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Welson, E. W.
Wilson, Walter
Westerlund, Albert
Nicholsen, Ben
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Olsen, John H.
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Paulsen, O. E.
Rorvik, Chas.
Randle, C. W.
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Ronberg, Edvard
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Schrage, P. W.
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Schirmbel, Rup
Sarv, H.
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Stidham, C. W.
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Thorsen, Hans
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SAN FRANCISCO
Alaska Fishermen's Letter List

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Domenico, Palestini
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Duke, F. U.
Damberg, August
Erickson, Libgott
Gustavson, Emil
Groth, Emil
Hansen, Emanuel
Hakanson, Ingvar
Hagburg, Gust
Johansen, F. C.
Jacobsen, Emil
Keth, Manlius
Kramoll, Steve
Kristoffersen, H. O.
Kjerdalen, Ole
Levele, Ed.
Larsen, Theodore
Leonard, Heber
Miller, J. A.
McVicar, Geo.
McNeil, Daniel
Marcilano, H.
McDonald, J. B.
McPherson, Donald
Newton, A. B.
Nelson, N.
Osterman, John
Ome, Tobias
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Pederson, Halfdon
Paulsen, Axel
Pavone, S.
Povsen, A. J.
Pettersen, Louis
Pettson, W.
Perunin, Christian
Skota, Nils
Steffanetti, Louis
Smith, R.
Svenson, August
Stricklan, Geo.
Shivers, D.
Schultz, Walter
Tennisen, Peter
Temisar, Peter
Treffers, A.
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Meyer, Hans
Rassmusson, P.
Strusk, John Valentine

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Anderson, A. James
Anderson, E. F.
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Bjorkquist, R.
Blankstrum, P.
Bradbury, Geo.
Cartane, Jose
Carman, P.
Christiansen, Chr.
Dean, Jas
Fostervold, Kasper
Hanson, Oscar
Jansen, John
Johannessen, Jonas
Johannessen, Arve
Jorgensen, Jack
Krause, Frank
Lopp, Alex.
Magnussen, E. W.
Miller, Wm. Fred
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Nielsen, Hans
Newington, Fred
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Parker, Arthur
Pedersen, Wilhelm
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Rawley, Bruce
Rohman, Geo.
Ruleen, Chas.
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Berteleen, Bertel
Dominguez, Joseph
Jarvinen, Oscar
Kane, Anton
Low, G.
Magnusson, E. W.
Melgall, Michael
Nelson, Andrew B.
Persson, Fritz
Leonard
Smith, John
Smith, Carl Johan
Thompson, T.

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INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

The Burden of Proof Is on Our State Officials

The wealth of the State belongs to the people of the State. It is ours to give. It is ours to withhold.

State officials demand $81,000,000 of our money in the next two years.

This is $33,000,000 more than was authorized by the 1919 budget.

It is $15,000,000 more than the 1919 budget, plus all the money the people at the November elections authorized the administration to spend.

We are now told that the people must give this money to the administration or prove that the administration does not need it.

A Fair Proposition

Let us be reasonable. The people's money belongs to the people. It does not belong to the State office holders. Our present revenues are sufficient to cover a budget equal to that of 1919-21 with its war-time prices and $18,000,000 in additional expenditures for schools, dependent children and bond interest.

If State officials want more than this, if they are asking us to support State Boards that Governor Stephens admits should be abolished, and if they are asking us to spend money on other useless functions, we are entitled to know it.

Our Double Tax Burden

Already our per capita payment for State government each year, according to the U. S. Census Bureau report (1919) is	**$11.24**
The average per capita payment for State government throughout the United States (1919) is	**6.05**
The excess per capita cost for every Californian is	**$ 5.19**

This is 89 per cent. above the average State government cost, and now we are asked to load on our backs an additional $15,000,000.

Who Gets this Money?

We are told that the school teachers will get this money, but this is not true. They are already provided for in the amounts voted by the people at the November elections. We are told this money is for dependent children and bond interest, but this is not true. These sums we have already authorized. We are told that the people must prove that this additional money is not needed, but this is not true. The burden of proof is on the State office holders who are now asking $81,000,000 of the people's money to spend in the next two years.

These are the facts:

No revenue deficit exists. **No ad valorem tax is needed.**

Ask your legislator to demand that the State live within its income.

TAX INVESTIGATION AND ECONOMY LEAGUE
HERBERT W. CLARK, President W. V. HILL, Secretary
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"The power to tax is the power to destroy"

Domestic and Naval

Creation of a separate bureau of aeronautics in the Navy Department, to control all aviation, is proposed in an amendment to the naval appropriation bill recently offered in the Senate.

The Boston four-masted schooner "Horace E. Munroe," bound in ballast from Lisbon to Jacksonville, Fla., has been abandoned at sea in a sinking condition. Captain John Hall and the crew of thirteen men were rescued and landed at Gibraltar.

Following return of the Pacific naval fleet from Southern American waters, one hundred and twenty warships and auxiliaries will be mobilized at San Diego. The greater part of this great fleet will remain in the vicinity of Southern California and engage in spring battle practice until departure of the battleships and destroyers for the South Seas and Australia, which is scheduled for July.

With the arrival at New York from Havana, of the steamship "Munamor," news was received of the blowing up at sea of the four-masted schooner "Charles G. Endicott" by a floating mine, and of the escpae from death of the ten members of the crew. The explosion occurred northwest of Cape Maysi, Cuba, according to Captain J. I. Cook of the "Endicott." The crew sailed from the scene of the wreck in small boats, arriving late the next day at Antilla.

Battleships won the World War, and will win future wars, in the opinion of Admiral von Tirpitz, at one time head of the German fleet and Minister of the Navy during the critical struggle. He reaffirmed his faith in above-water craft during an interview, and declared that, strangely enough, owing to the peculiarities of the war, the submarine had been given greater importance than was warranted by the facts. England, Japan and the United States recognized the fact, he said, that in the world struggle for supremacy outside of Europe land forces would be secondary. He asserted such a struggle must necessarily be one of sea supremacy, but added that the sort of maritime forces to be constructed in the light of the experiences of the latest war, was a great open question.

According to recent Washington reports, proposals to relieve the starving thousands in China have been made. A mercy fleet of Shipping Board vessels manned by volunteer crews of American naval reservists and carrying stores of grain donated by American farmers and hauled to the Pacific Coast by volunteer railway employes, would soon set sail across the Pacific under plans outlined to Secretary Daniels by a committee headed by Carl Vrooman, former Assistant Secretary of Agriculture. Vrooman said the grain already had been donated by farmers in the West and that members of the railway brotherhoods had offered to give their services without pay to haul it to the west coast. The naval [illegible] about the proposal and arranged for an immediate conference with Shipping Board [illegible] about getting the [illegible]. He told the [illegible] he felt certain there would be no difficulty in getting enough naval [illegible] to volunteer for the trip without pay or contingent on [illegible] granting the pay [illegible] the men to be provided with transportation, quarters and food by the navy.

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HAIGHT STREET BRANCH, Haight and Belvedere Streets

DECEMBER 31st, 1920

Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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San Francisco Letter List

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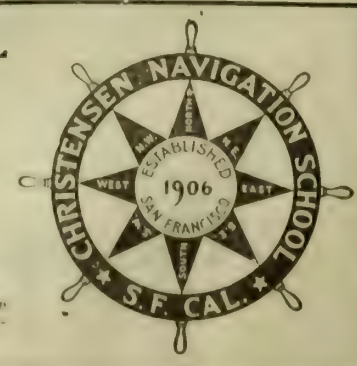

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LOCAL
STAMP

News from Abroad

According to late information from Paris the director of public assistance states that the total population of France diminished 4,000,000 during the war. The official made a plea for expenditure on children because that outlay preserved indispensable vital forces.

A great increase in the numbers of unemployed is reported from Scandinavia. Outbound vessels are leaving the various ports in ballast. German competition is becoming a serious problem in these countries, and several industries are closing down or only working part time.

General conditions in Australia are reported favorable. Congestion at the ports is much improved, although further strikes are considered possible. Emigration and immigration are both normal, and the general labor situation is quiet. There are, however, some serious strikes among the coasting seamen, and a threatened strike in the coal industry. Fall of general prices and cost of living continues gradually.

A condition of unemployment exists in Belgium, and construction is inactive. The extension of steel workers' houses is planned to include Liege and Charleroi. The lack of requirement for space results in the outward tonnage exceeding demand, and sixty ships are reported idle at Antwerp. Emigration is increasing, due to the transit traffic from eastern European countries. Decreases in wages have occurred, and a general lowering is expected. Many strikes are reported to be in evidence.

In a recent report from Amsterdam, it is learned that a daily aeroplane service for mail and passengers will be established between Amsterdam and Paris to begin April 1, 1921. French, Dutch, and Belgian machines are to be used and Brussels will be the the one intermediate stopping place according to present arrangements. It is proposed to resume the service between Amsterdam and London, and Amsterdam, Berlin, and Copenhagen on March 1, 1921.

Industries of Finland are awakening to new life in a number of branches. During the season now ended, 500,000 standards (990,000,000 board feet) of timber was exported from Finland. England received 220,000 standards and the Netherlands 60,000 standards, the rest went mainly to Belgium, France, Spain, Denmark, and Germany. The prices were very good, although the general fall in prices during the last few months also made itself felt on the timber market. Prospects for the coming season are satisfactory.

According to a report from Consul Frank W. Mahin, the preliminary arrangements are completed for constructing another extensive shipyard in Amsterdam, covering 62 acres, to be located near the Amsterdam entrance of the North Sea Canal. It will include all the latest machinery and devices for shipbuilding and repairing, and will be able to deal with ships of at least 25,000 tons. In addition, the Netherlands Shipbuilding Company, with extensive works in Amsterdam, is enlarging its construction and repairing plant. On completion of these extensions, Amsterdam will have facilities for building and repairing ships equal in size, wtih few exceptions, to the largest now afloat.

With the Wits

Young Daughter: But, mother, I'm old enough now to wear short skirts!—New York World.

Teacher—Johnny, what is velocity? Johnny—Velocity's what a fellow lets go of a bee with.—Life.

"He knows all the best people in town."

"Then why doesn't he associate with them?"

"They know him."—Boston Transcript.

"Best after-dinner speech I ever heard."

"What did he say?"

"Waiter, let me have the check."—Louisville Courier-Journal.

"Well, why don't you divorce him?"

"Aw, he couldn't pay enough alimony to make it worth while."—Louisville Courier-Journal.

Still is the truth affirmed by daily observation that an automobile is no match for a railroad train in a hand-to-hand encounter.—Los Angeles Express.

At Least That Many—Mother—Gladys, you stood on the porch quite a while with that young man last night. Gladys—Why, mother, I only stood there for a second. Mother—But I'm sure I heard the third or fourth.—Foolscap.

Modern Economy—"I don't spend as much money on my girl as I used to a couple of years ago." "How's that?" "Well, I used to bring her candy when I called. Now she's satisfied with a package of cigarettes."—Savannah Morning News.

"Mama, did you love to flirt when you were young?"

"I'm afraid I did, dear."

"And were you ever punished for it, mama?"

"Yes, dear. I married your father."

"In the future we will have no such thing as war."

"No," agreed the grim scientist. "If my present experiments in lethal devices meet my hopes, we'll have something very much worse."—Washington Star.

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XXXIV, No. 26. SAN FRANCISCO, WEDNESDAY, MARCH 2, 1921. Whole No. 1742.

ALASKA FISHING REGULATIONS

Official Orders Close Certain Waters to Commercial Operations

General Regulations

By virtue of the authority vested in the Secretary of Commerce by the act approved June 26, 1906, the following regulations are hereby promulgated:

1. During the inspection of the salmon fisheries by the agents and representatives of this Department they shall have at all times free and unobstructed access to all canneries, salteries, and other fishing establishments and to all hatcherics.

2. All persons, companies, or corporations owning, operating, or using any stake net, set net, trap net, pound net, or fish wheel for taking salmon or other fishes shall cause to be placed in a conspicuous place on said trap net, pound net, stake net, set net, or fish wheel the name of the person, company, or corporation owning, operating, or using same, together with a distinctive number, letter, or name which shall identify each particular stake net, set net, trap net, pound net, or fish wheel, said lettering and numbering to consist of black figures and letters, not less than 6 inches in length, painted on white ground.

3. All persons, companies, or corporations engaged in canning salmon shall forward to the Bureau of Fisheries, Department of Commerce, Washington, D. C., three copies of each and every different can label which it is designed to place upon the canned product.

4. The curing and preserving of the so-called belly of salmon, which results in the waste of a large proportion of the edible part of the fish, is a wanton waste within the meaning of section 8 of the act of June 26, 1906, and those who engage in this practice will be reported for prosecution as provided for in the act.

Regulations Governing Fishing in the Waters of the Afognak Reservation

A proclamation by the President of the United States, promulgated December 24, 1892, created the Afognak Forest and Fish Culture Reserve, which is now a part of the Chugach National Forest. The proclamation states that—

There is hereby reserved from occupation and sale, and set apart as a public reservation, including use for fish-culture stations, said Afognak Island, Alaska, and its adjacent bays and rocks and territorial waters, including among others the Sea Lion Rocks, and Sea Otter Island: Provided, That this proclamation shall not be so construed as to deprive any bona fide inhabitant of said island of any valid right he may possess under the treaty for the cession of the Russian possessions in North America to the United States, concluded at Washington on the thirtieth day of March, eighteen hundred and sixty-seven.

Warning is hereby expressly given to all persons not to enter upon, or to occupy, the tract or tracts of land or waters reserved by this proclamation, or to fish in, or use any of the waters herein described or mentioned.

Sections 3 and 7 of "An Act to establish the Department of Commerce and Labor," approved February 14, 1903, as amended by the act of March 4, 1913, transfer the supervision and control of the salmon fisheries of Alaska to the Department of Commerce.

In the exercise of the authority derived from these sources the following regulations governing the reserved waters herein defined are hereby established and promulgated:

1. No person or persons other than the native Aleuts or other aborigines who are now bona fide residents of Afognak, Spruce, Whale, Dry, and Raspberry Islands, Alaska, will be permitted to fish in the reserved waters. White men married to native women will be granted the same privileges as the natives.

2. Licenses for fishing will be granted to the said natives upon application to the Secretary of Commerce or such representative of the Department of Commerce as may from time to time be designated by the Secretary.

3. The kinds and amounts of apparatus to be used, the places where and the manner in which it may be operated, and the time when it may be employed will be determined by the Secretary of Commerce and will be subject to changes or modifications from time to time at his discretion.

Regulations Governing Fishing in the Waters of the Aleutian Islands Reservation

By Executive order of March 3, 1913, the Aleutian Islands Reservation consisting of "all islands of the Aleutian chain, Alaska, including Unimak and Sannak Islands on the east, and extending to and including Attu Island on the west," was created and set apart for various purposes, including the encouragement and development of the fisheries.

This reservation was placed under the joint jurisdiction of the Department of Commerce and the Department of Agriculture, and among the matters committed exclusively to the Department of Commerce was jurisdiction over the fisheries. Joint regulations for the administration of the reservation were promulgated February 28, 1914, by the two departments concerned. These regulations are still in effect.

In respect to the fisheries it is provided that—

Anyone desiring to enter the reservation for the purpose of fishing, . . . or engaging in commercial fishing, salmon canning, salmon salting, or otherwise curing or utilizing fish or other aquatic products, . . . must first obtain a permit to do so.

Application for permission to engage in fishing or fishery operations should give full information on the following points: Name and permanent address of the person or company desiring the permit; character of business proposed, whether fishing, canning, salting, or otherwise curing fish or other aquatic products; character and extent of proposed plant and its location; method and extent of the fishing proposed, place or places where fishing is to be carried on, and when active operations are to begin.

Yes Bay Reservation

An Executive order of February 1, 1906, is as follows:

It is hereby ordered that the hereinafter described land and water areas in the District of Alaska be, and they are hereby, reserved and set apart as a site for a salmon hatchery, subject to the possessory rights of the natives and of persons claiming title through the Russian Government, also subject to the rights of natives to take fish from the waters and fuel from the forests included in the limits of the reservation hereby established, to wit:

Yes Lake (otherwise known as Lake McDonald) and its catchment basin, its outlet, and a strip of land one-eighth of a mile wide along each shore thereof; Yes Bay, Back Bay, and a strip of land one-eighth of a mile wide along the shores thereof and a strip of land one-eighth of a mile wide on each side of the old Indian trail.

Annette Island Fishery Reserve

On April 28, 1916, the President issued a proclamation creating the Annette Island Fishery Reserve. The proclamation provides that—

The waters within three thousand feet from the shore lines at mean low tide of Annette Island, Ham Island, Walker Island, Lewis Island, Spire Island, Hemlock Island, and adjacent rocks and islets, . . . also the bays of said islands, rocks, and islets, are hereby reserved for the benefit of the Metlakatlans and such other Alaskan natives as have joined them or may join them in residence on these islands, to be used by them under the general fisheries laws and regulations of the United States as administered by the Secretary of Commerce.

Closing Orders

By virtue of the authority vested in the Secretary of Commerce by the act approved June 26, 1906, the following closing orders have been promulgated and are still effective:

1. Yukon River. (Order promulgated Dec. 14, 1918.)

A hearing having been given at Seattle, Wash., November 20, 1918, after due notice in accordance with law, for the purpose of determining the advisability of establishing a salmon-breeding reserve of certain waters in Alaska, and all persons having had full opportunity to be heard, it is hereby ordered, by virtue of the authority vested in me by section 6 of "An Act for the protection and regulation of the fisheries of Alaska," approved June 26, 1906, that until further notice all fishing for salmon or other fishing in the prosecution of which salmon are taken or injured, in the Yukon River and all tributary waters, and in all waters of its delta to and including the area 500 yards outside each mouth or slough of the delta at mean high tide, be and is hereby made subject to the following limitations and prohibitions in addition to the general restrictions already applicable by virtue of existing laws and regulations:

1. That in 1919, and in each year thereafter unless otherwise ordered in the manner prescribed by law, not to exceed 30,000 cases (48 one-pound cans per case, or the equivalent thereof) of canned salmon, 1,000 barrels (200 pounds net weight each) of pickled or hard-salted salmon, and 200 tierces (800 pounds net weight each) of mild-cured salmon, of all spe-

cies, shall be prepared for commercial purposes or export; these quantities to be apportioned, after a conference with the local representative of the Bureau of Fisheries, as equitably as practicable among the persons or companies with established plants. Promptly at the end of each calendar week each individual or company shall submit a statement to the said representative of the Bureau of Fisheries showing the number of cases, barrels, and tierces of salmon thus prepared to date, and shall submit also a record of the number of salmon of each species taken daily.

2. That no salmon to be prepared by canning, pickling, or mild curing for shipment from Alaska shall be caught above the junction of the Clear River with the Yukon River near Andreafski.

3. That commercial fishing in the waters of the Yukon delta shall be limited to Kwikluak Pass, commonly known as the south mouth or channel.

4. That the use of traps or pound nets in the Yukon River and its delta is prohibited.

5. That no gill net, seine, or other net used in the Yukon River and its delta shall exceed 700 feet in length.

6. That all commercial fishing, except for local requirements, is prohibited after August 31 of each year.

This order becomes effective January 1, 1919.

2. Copper River. (Order Promulgated Dec. 20, 1918.)

A hearing having been given at Seattle, Wash., November 22, 1918, after due notice in accordance with law, for the purpose of determining the advisability of amending the order of December 29, 1917, effective January 1, 1918, establishing a salmon-breeding reserve and limiting fishing in the Copper River, Alaska, its delta and its tributary waters, and all persons having had full opportunity to be heard, it is hereby ordered, by virtue of the authority vested in me by section 6 of "An Act for the protection and regulation of the fisheries of Alaska," approved June 26, 1906, that until further notice all fishing for salmon or other fishing in the prosecution of which salmon are taken or injured, in the Copper River and its delta and all tributary waters, Alaska, be and is hereby made subject to the following limitations and prohibitions in addition to the general restrictions already applicable by virtue of existing laws and regulations:

1. Commercial fishing is prohibited in waters of the Copper River delta from 6 a. m. on January 1, to 6 a. m. on June 10 of each year, and in the waters of Miles Lake and Abercrombie Canyon from 6 a. m. on January 1 to 6 a. m. on June 15 of each year.

2. Commercial fishing in the waters of the delta shall be limited to set nets and drift gill nets. No such net shall exceed 800 feet in length. The lateral distance interval between all set nets in the waters of the delta herein referred to shall be not less than 600 feet.

3. All fishing is prohibited from the head of the delta to the foot of Miles Lake at all times.

4. All fishing in Miles Lake shall be limited to set nets. No such net shall exceed 800 feet in length, and only one such net shall be extended out from shore from one location; no offshore nets will be permitted in the lake. Throughout the fishing season the shore of the lake shall be considered as it was on June 15. The lateral distance interval between all nets in Miles Lake shall be not less than 600 feet. No fishing will be permitted along the west and north shores of Miles Lake from the north end of mile 49 bridge to the north end of Miles Glacier, nor along the islands and sand bars between the bridge and the head of the lake.

5. Fishing in Abercrombie Canyon shall be restricted to the use of dip nets operated by hand, such nets not to exceed 16 inches in greatest diameter. No fishing will be permitted at any point on the east side of the canyon or river above the head of the lake.

6. No fishing will be permitted at any time in the waters of the Copper River above Abercrombie Canyon, or in any of the waters tributary thereto, except in the case of local residents who may take limited numbers of salmon for domestic use: Provided, That such fishing shall at no time be upon the spawning grounds of any salmon.

7. No net shall be placed in any other than substantially a straight line.

8. For the purposes of this order, the delta of the Copper River shall be regarded as including all waters south of an east and west line passing through mile 7 on the Copper River & Northwestern Railway at present established, and south of a line 500 yards off the mouth of each slough and outlet of the Copper River bordering with Alaganik Slough on the west and ending with Eyak Slough on the east, including Pete Dahl, Walhalla, Gus Stevenson, Little King Salmon, Castle, Storey, Big King Salmon (or Copper River proper), Eyak, Alaganik, and all streams draining between the mouth of each slough will be regarded as at the edge of the grass banks at the line of mean high tide.

9. The lower end of Miles Lake shall be considered as at the bridge of the Copper River & Northwestern Railway at mile 49. The head of Miles Lake shall be considered as at the point where the river enters the lake, this point to be as indicated by notices posted by duly authorized representatives of the Bureau of Fisheries.

10. Abercrombie Canyon shall be considered as extending from the head of Miles Lake to Tunnel Point on the Copper River & Northwestern Railway.

11. For the purposes of this order the following definitions are adopted: "Stake net," a gill net attached or affixed to piles or stakes. "Set net," an anchored gill net, one end of which may if desirable be fastened to a stake or other object on shore.

This order becomes effective January 1, 1919, and supersedes the order of December 29, 1917.

3. Waters of Southeastern Alaska; Waters Between Cape Spencer and Cape Newenham, Including Bering and Copper Rivers; Kuskokwim River; and Yukon River. (Order Promulgated Dec. 18, 1920.)

Hearings having been given, after due notice in accordance with law, for the purpose of determining the advisability of limiting or prohibiting fishing in certain waters in Alaska, and to amend or modify certain existing regulations, and all persons having had full opportunity to be heard, it is hereby ordered, by virtue of the authority vested in me by section 6 of "An Act for the protection and regulation of the fisheries of Alaska," approved June 26, 1906, that until further notice all fishing for salmon, or other fishing in the prosecution of which salmon are taken or injured, in all hereinafter-described waters of Alaska be and is hereby made subject to the folowing limitations and prohibitions in addition to the general restrictions already applicable by virtue of existing laws and regulations.

1. Waters east of the longitude of Cape Spencer:

(a) All fishing is prohibited in all salmon streams and their tributaries and lakes.

(b) All fishing, except with purse seines and drift gill nets, is prohibited within 500 yards of the mouths of all salmon streams.

(c) All fishing with purse seines and drift gill nets is prohibited within 200 yards of the mouths of all salmon streams, and all fishing with purse seines and drift gill nets as well as with all other apparatus is prohibited within 500 yards of the mouths of Chilkat River, Chilkoot River, Anan Creek, Hetta Creek, Sockeye Creek, and Naha Stream.

2. All fishing is prohibited in all salmon streams, their tributaries and lakes, and within 500 yards of the mouths of such streams, flowing into the Pacific Ocean or Bering Sea between Cape Spencer and Cape Newenham, except as follows:

(a) Fishing is permitted in Copper River and its tributaries in accordance with the terms of the order promulgated December 20, 1918, which order is continued in full force until September 1, 1921, upon which date said order of December 20, 1918, becomes of no further force or effect, and on and after September 1, 1921, and until further notice, all fishing for salmon, or other fishing in the prosecution of which salmon are taken or injured, in the Copper River, its tributaries and lakes, and within 500 yards of each mouth of the Copper River, is prohibited.

(b) Fishing is permitted at Karluk beyond the zone 100 yards outside the mouth of Karluk River where it breaks through Karluk Spit into Shelikof Strait.

(c) Fishing is permitted in Ugashik River below a line extending at right angles across the Ugashik 500 yards below the mouth of King Salmon River.

3. On and after September 1, 1921, all fishing is prohibited in the Kuskokwim River, its tributaries and lakes, and within 500 yards of the mouth of the Kuskokwim for other than local use in Alaska.

4. Fishing is permitted in the Yukon River and its tributaries in accordance with the terms of the order promulgated December 14, 1918, which order is continued in full force until September 1, 1921, on which date said order of December 14, 1918, becomes of no further force or effect, and on and after September 1, 1921, and until further notice, all fishing for salmon, or other fishing in the prosecution of which salmon are taken or injured, in the Yukon River, its tributaries and lakes, and within 500 yards of each mouth of the Yukon, is prohibited for other than local use in Alaska.

5. The driving of salmon downstream and the causing of salmon to go outside the protected area at the mouth of any salmon stream are expressly prohibited.

6. The order does not apply to persons taking salmon with rod, hand line, or spear for their personal or family use and not for sale or barter.

7. The waters of the Afognak Reservation are covered by presidential proclamation of December 24, 1892, and the regulations promulgated by authority thereof are not modified or affected by the order but remain in full force.

8. All previous orders of the Secretary of Commerce imposing limitations or prohibitions upon fishing in the waters covered by this order, except as hereinbefore indicated, are hereby superseded.

9. This order becomes effective January 1, 1921.

J. W. ALEXANDER,
Secretary of Commerce.

TO HONOR ERICSSON

Congress has authorized erection of a monument in honor of the great inventor, Captain John Ericsson, to be placed next to that of Abraham Lincoln in Washington, D. C.

The achievements of the American Navy has always been a pride to the American people. Americans of Swedish descent feel proud that one of their own countrymen is the inventor of the propeller, of the Monitor, of cannons, etc. He was intrusted to build the first modern screw-propelled cruiser, the "Princeton," for the United States Navy. This inventive genius was also able to render his adopted country and its navy a most valuable service in the battle of Hampton Roads, when the "Monitor" defeated the "Merrimac," saved the American navy and turned defeat into victory.

The United States Congress and Government have never forgotten John Ericsson's great service to the United States. John Ericsson was on several occasions officially honored and after his death the United States Government sent his remains home to Sweden—which country he never had a chance to visit from the time he became a citizen of the United States in 1845. He died in New York 1889.

In order to fittingly celebrate the fifty-ninth anniversary of the battle of Hampton Roads, the Swedish American Patriotic League of California have decided to give a public entertainment and ball at the Civic Auditorium, San Francisco, on Wednesday evening, March 9, 1921.

The affair should be of special interest to seafarers.

PANAMA CANAL SERVICES

Official Panama Canal reports state that miscellaneous repairs were made at Cristobal and Balboa shops and dry docks on 120 vessels and craft during December; 79 at Cristobal, and 41 at Balboa. Of these, 15 were dry-docked; 8 at Cristobal, and 7 at Balboa. Bunker coal in the amount of 42,675 tons, was supplied to 128 commercial vessels; 38,746 tons to 113 vessels at Cristobal; and 3,929 tons to 15 vessels at Balboa. Seven commercial vessels were supplied with a total of 19,649 barrels of fuel oil at Cristobal. Water, to the amount of 15,772,165 gallons, was supplied to 292 vessels, 12,173,665 gallons to 200 vessels at Cristobal, and 3,598,500 gallons to 92 vessels at Balboa. Sales of commissary supplies to commercial ships, other than those of the Panama Railroad Steamship Line, aggregated $77,701.07, including $4,791.91 for laundry service; these sales were made to 168 vessels at Cristobal in the amount of $52,837.22; and to 119 vessels at Balboa in the amount of $24,863.85. Receipts for tug and launch service totaled $34,144.15, of which $19,330.75 were earned at Cristobal, and $14,813.90 at Balboa. Fees for pilotage totaled $12,635, of which $9,221 was earned at Cristobal, and $3,414 at Balboa.

Weekly News Letter

Contributed by the American Federation of Labor

Money Corrupts Education

In a statement signed by Peter J. Brady, chairman of the Educational Committee of the New York State Federation of Labor, John D. Rockefeller's recent gift of $70,000,000 to the General Education Board is denounced as an attempt to control education of the masses.

Of the $70,000,000, $50,000,000 is to assist colleges and universities increase teachers' salaries and the remainder is to be devoted to the improvement of medical education.

The statement includes excerpts from the report of the United States Commission on Industrial Relations, which declares that the Rockefeller fortune was acquired through "withholding of workers' wages," violation of law, cunning and disorder.

"However, apart from the taint which besmirches such wealth," says the trade unionist, "organized labor objects vehemently to its distribution to educational institutions. Intelligent public opinion, especially with reference to the distribution of wealth, whether argued from the standpoint of labor or of capital, will always be influenced by instructions given in secondary and higher institutions of learning.

"Such institutions should be forums of unprejudiced discussion and study under the guidance of faculties freed from the influence of any special interest and especially from the control of those who might seek to stimulate class consciousness by means of insidious propaganda inimical to the best interests of the majority of the people.

"Organized labor is of the opinion that subsidies such as those granted by the General Education Board, even though unaccompanied by written specific conditions or reservations, cannot but undermine to a degree democratic independence in higher educational institutions."

Teachers Command Attention

The publicity department of the American Federation of Teachers, affiliated to the American Federation of Labor, has forced the reactionary National Education Association to make a show of interest in the teachers' welfare.

"Point by point the N. E. A. leaders have taken over the principles of the American Federation of Teachers," it is stated. "They are keen enough to understand that those principles would win the sympathy and probably the allegiance of classroom teachers. They dread the loss of power and prestige which was sure to affect the N. E. A. as soon as the majority of classroom teachers went over to the A. F. T. After several generations of futility and inaction, they have in the past three years become singularly devoted to the ideas of democracy and initiative among teachers, better pay and better teaching conditions, and a greater voice in educational councils and in the N. E. A. itself. They have swallowed practically the whole teacher program of the A. F. T. and are preaching A. F. T. doctrines with unction and force.

"The N. E. A. machine of school administrators has exercised two kinds of coercion; it has coerced or strongly influenced teachers into its own organization; it has coerced or strongly impelled teachers out of the A. F. T. Everywhere throughout the United States the strongest pressure, that of public opinion, has been trained upon the A. F. T. As a result of the lectures delivered by N. E. A. officers on tour the air is full of misconceptions of the type of organization and the aims and achievements of the American Federation of Teachers."

Favors U. S. Coal Mines

The Nebraska House of Representatives has declared in favor of nationalizing the coal industry.

Coal is mined under such varying conditions that it has been found that fixing prices, either by the Government or by market conditions, does injustice in many cases, say the lawmakers. If the price is fixed high enough for the mines having the highest cost of production, the profit to the mines having a lower cost of production is too great, and if the price is fixed by the cost of production at the mines where production is cheapest, the market price is too low for the other mines, resulting either in shutting down the mine or reducing the price of labor.

"The war situation," the resolutions declare, "made it clear that justice to the coal miner and to the coal consumer could be obtained only by nationalizing the mines, thereby enabling the Government to direct the production of coal at the places where it could be produced at the greatest advantage to society as a whole and marketed under uniform conditions, both as to price and to coal miners' wages."

Favors Direct Action

The Market Barometer, one of the many publications issued by financial interests in New York City, expresses editorial sympathy with the direct action policy of railroad managers who would scrap the Railway Labor Board because it insists that hearings shall be held before working conditions are changed. Vice-President Atterbury of the Pennsylvania Railroad claimed that if hearings were held the roads would be bankrupt before a decision was reached.

The Market Barometer says the Railway Labor Board membership are political appointees "of mediocre ability, with no technical training for the task," and that Mr. Atterbury and his associates have "full knowledge of the financial necessities and present conditions of all the roads."

In another section of the Market Barometer, same issue, the editorial position is overlooked and interviews are printed by railroad officials who contradict Atterbury's alarm.

Mining by Injunction

"The legal vaudeville of the Kansas industrial court," says the New York World,

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—

38 Trades Hall, Sydney, N. S. W.

49 Clarence Street, Sydney, N. S. W.

1 Crawford Street, Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Trades Hall, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward Street, Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The number of unemployed in Switzerland rose this week from 113,000 to 123,000. Many watch factories and textile industries have closed.

A large mass meeting of unemployed recently met at Calgary, Alberta, where strong resolutions were passed, demanding resumption of trade with Russia.

Civil servants of Austria have made demands upon officials of the government which is causing great alarm, and in the event of the threatened strike taking effect it is believed the whole country will be thrown into a state of chaos.

The School Board of New Westminster, B. C., recently declared vacant the positions of 76 school teachers who struck after refusal of their demands for salary increases. The teachers failed to appear in accordance with an ultimatum issued by the School Board.

A department called Home Office for Social Political Co-operation (Indenrigsministeriets Afdeling for Social-politisk Samarbejde) has been established under the office of Home Affairs in Denmark. This office is to undertake all matters arising in relation with workers of Denmark and the International Labor Organization of the League of Nations.

At a recent trade-union congress at London, England, which was called for the purpose of meeting the unemployment situation, the delegates followed out the executive committee's recommendations. It is stated that adherents of the policy of direct action went into the meeting prepared to make strong demands for a general strike, but were unable to muster enough strength.

Legislation prohibiting emigration of Filipino laborers from the Philippine Islands has been proposed to protect the island's labor supply. Should the Philippine Legislature enact such a law, the thousands of Filipino laborers sent to Hawaii every year to work on the sugar plantations would be prohibited from emigrating. The Bureau of Labor statistics say about 10,000 laborers have gone from the Philippines to Hawaii annually for several years.

The German Federation of Trade Unions, in a manifesto, declares that "slavery, which has been abolished in Africa, is thus to be introduced into Europe." "The German people," the statement concludes, "is not prepared to perish for the benefit of international capitalists. Hatred and exasperation will eat into the hearts even of those who all their lives have fought for an international understanding. Workers of the world, it is your turn to speak!"

The Canadian Brotherhood of Railroad Employes objects to having its charter revoked by the Trades and Labor Congress of Canada and has asked for an interview with officials of the congress. The brotherhood is a dual organization and the congress has been attempting for two years to have it adjust differences with the recognized Brotherhood of Railway Clerks, affiliated with the A. F. of L. The dualists favor the Canadian national idea that employers are exploiting.

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Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

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INFORMATION WANTED

Crew of the S. S. "Wasco," which signed on at New York March 19th and were discharged and arrested at the Cape Verde Islands about October 19th, will be good enough to report or communicate with the undersigned. The trial of some of the crew will come up shortly and I should like to join as many of the crew as possible in their action.—S. B. Axtell, New York, N. Y. 8-4-20

Any one knowing the whereabouts of Martin Tuppits, a native of Easthonia, last heard of in Montevideo, South America, on board the Norwegian bark "Loto"; kindly communicate with his brother, John Tuppits, 58 Commercial street, San Francisco. 1-5-21

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Pacific Coast Marine

The power schooner "Golden State" has arrived at San Francisco from Kodiak with 230,000 codfish for the Union Codfish Company.

Lumber rates from the north to the Orient have been cut to $10 by the Shipping Board to compete with a recent rate established by the Japanese lines.

Advices received by the San Francisco Chamber of Commerce state that the bark "C. D. Bryant" has put into Balboa leaking badly. The "C. D. Bryant" was bound for San Francisco from Callao.

The Admiral Line has been appointed Pacific Coast agent of the Munson Line, which operates a fleet of Shipping Board steamships from New York to Cuba. This line also operates to Brazil, Uruguay and Argentine ports. Reservations can be made for transportation, passenger and freight, at the Admiral Line offices.

The U. S. Hydrographic office has sent out wireless messages warning ships plying between this coast and the Orient to be on the lookout for a waterlogged Japanese fishing boat, sighted by the steamer "Nile" at a point 400 miles west of the Hawaiian Islands on February 12. The boat had no crew aboard, and is regarded as a danger to navigation.

G. W. Luce, freight traffic manager of the Southern Pacific Company, has announced that, effective February 26, the rate on import shipments of copra to Cincinnati would be reduced from $1.13½ to $1, and on vegetable oil from $1.20 to $1.05. The reduced rates will apply via the Southern Pacific to New Orleans and Southern Railway, also via the East, St. Louis and Louisville and Nashville Railroads.

A reduction of $3 per ton in coal at both bunker stations of the Panama Canal was announced in advices received at San Francisco recently from Governor Harding of the Panama Canal. The announcement states that the price of coal supplied to steamships at the canal will become effective March 1. The new prices will make coal $15 per ton at Cristobal and $17 per ton at Balboa.

A cosy corner on the mud flats at Southampton Bay awaits the steamer "Mandarin," 14,500 tons, which is due to arrive at San Francisco from Shanghai some time within a month. The "Mandarin" was built in Chinese shipyards for the Shipping Board under war-time contract. There are several other steamers building under the same agreement that will follow the "Mandarin" to Southampton Bay.

The "Wenatchee," which is due to arrive at Seattle some time in April, is a 535 of the same class as the "Golden State" and the "Hawkeye State." She will be operated on the northern route to the Orient by the Pacific Steamship Company. Reports from the East, where the "Wenatchee" is rapidly nearing completion, are to the effect that she will cost close to eight and a half million dollars, the most money that has been put into a passenger vessel by this country in its history.

Only five hours will be allowed for the turnaround of the turbine liners "Yale" and "Harvard," in order to make their operation between San Francisco and Los Angeles profitable, according to a statement by General Manager A. J. Frey at San Pedro. In this time, 500 passengers and 800 tons of freight must be discharged, the vessel cleaned and provisioned and the new passengers and freight taken on board. The "Yale" will be ready the last week in April and the "Harvard" two weeks later.

Port Admiral John Wallace of the Pilots' Association has announced that the pilotboats "Adventuress" and "Gracie S." will soon have wireless telephones aboard. A similar instrument will be installed in the pilot's office. Wireless phones have long been needed on the pilot boats, according to Captain Wallace, as ships are forced to lie outside in many instances because of faulty communication especially on foggy mornings. With the wireless telephones at their service, the office can be kept advised constantly of the needs of the incoming ships.

Shipping men of San Francisco will combine with those of the East in an attempt to have officers of the Navy taken out of positions of responsibility in the Shipping Board. It is the opinion of the operators of steamship lines that if the Shipping Board is to continue to function it should do so without Army or Navy officers in positions of responsibility. The Harding administration will be asked to make this change through the association of steamship operators of the United States, according to reports from the East.

After a trip around from Antwerp on which she brought nearly a full cargo, the motorship "George Washington," which is being overhauled at the Union Iron Works, has succeeded in contracting for a return cargo which will fill her holds to within 500 tons of their capacity. Local shipping men are thinking of searching her for the lucky horseshoe. It was learned recently that the "George Washington" will carry 7000 tons of barley from Astoria and San Francisco to Leith, besides 500 tons of flour, Portland to Christiania, and 1000 tons of coffee to Norwegian ports from La Libertad, La Union and Acajutla, Central America.

As a direct result of the scientific conference in Honolulu last summer, the waters between and about the Hawaiian Islands are to be thoroughly surveyed by the United States hydrographic office, according to mail advices from Honolulu. Governor Charles McCarthy, in announcing that the Federal Government would undertake the work as soon as a part of the expense money is guaranteed by the territorial government, recommended to the Legislature that $25,000 be appropriated for the purpose. Representations in behalf of the islands were made before the director of the hydrographic office at Washington by Dr. Herbert E. Gregory, chairman of the Pan-Pacific conference, to whom an appeal was made during the sessions. The vital need of the charting of the island waters was urged on the ground of the expanding trade on the Pacific passing through Hawaii.

Australian and New Zealand wool is being rushed to the United States in an effort to get it into the country before the 45 cents per hundred pounds tariff proposed by Representative Joseph P. Fordney goes into effect. The Eastern market has two years' supply of wool on hand, according to figures published recently, and the market is being held up for the protection of the American wool growers. The Fordney bill is another protective measure. Whether it will pass or not is not certain, but the foreign wool interests are releasing vast quantities which have been held in the hope of a higher market. The first big shipment to arrive at San Francisco came in on the "Tahiti." She brought 5000 bales. Other ships which are rushing wool to the United States are the "Waikawa," 16,000 bales; the "Waihemo," 5000 bales; the "West Mahwah," 10,000 bales. Several others are also said to be bringing Australian and New Zealand wool. Montana wool of last fall's clips, which was held in Montana warehouses in the expectation of an increase in the price, is begging for buyers at 10 cents a pound. The American firms will be forced to part with their products at a loss, if they are to move it at all, according to the opinion of clothing and wool men.

Scientists on the non-magnetic observation ship "Carnegie," which arrived at San Francisco recently after making exhaustive observations in the Pacific and Indian Oceans, state that the Royal Company Islands (noted on many maps and projections as being situated in the Great Southern Ocean, formerly the Antarctic, at a point south of Australia) cannot be located. The scientists state there is a doubt that the islands ever existed. "The islands, if there were such, were discovered seventy years ago by a British mariner and subsequently included in maps and projections," said H. R. Grummann of Lincoln, Neb., one of three observers on the "Carnegie." The "Carnegie" sailed directly over the location and could not find a trace of land, although a sharp lookout was kept. It is the belief of those on the "Carnegie" that the mariner mistook some of the high table ice for the islands, as they declare that the sub-Antarctic region is continually storm covered. They state the clouds are thick and the days dark. Errors in degrees were found in the Indian Ocean, some being several minutes difference from past observations, Grummann said.

Delayed fully a month by adverse weather conditions, the annual movement of Hawaiian sugar to San Francisco is now thoroughly under way, and all tonnage of the Matson Navigation Company has been made ready for the season. This year's crop, according to estimates, will be 575,000 tons. This is about the same as the 1920 crop, and as the Matson Line has relinquished some of the Shipping Board vessels which were operated during the rush last year, all the available bottoms will be kept going at full speed. The "Enterprise," known as the "Hilo ferry," was not seriously damaged in its collision with a ferryboat while sliding off the ways recently, and, completely overhauled, she will go back on schedule March 5. The finishing touches on the "Manulani" and "Manukai," the handsome new 14,000-ton freighters, are being expedited at the Moore shipyards in an effort to have them in commission within a few weeks. In addition to its own eight vessels not including the two uncompleted steamers, the Matson Line will employ six Shipping Board carriers in the sugar trade this spring. They are the "535" liner "Hawkeye State" and the freighters "Hollywood," "Lake Gebbart," "West Keene," "West Nilus" and "Eastern Guide." The aggregate tonnage to be operated in this service will thus total 150,000 tons deadweight.

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(Continued on Page 11)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MARCH 2, 1921.

A. F. OF L. TAKES ACTION

Among the many principles set forth by representatives of National and International Unions, affiliated with the American Federation of Labor, which recently met at Washington, D. C., are the following:

Restoration of exemption from, or the repeal of all anti-combination or so-called conspiracy laws, and the people are called to rally to our imperiled American institutions.

Employers are warned that labor not only insists on maintaining the present standards of wages and working conditions, but is determined to continue the struggle for further improvements.

Other recommendations included:

Repeal by the States of all industrial court laws, and all restrictive and coercive laws, including the notorious open port law of Texas.

Prohibition of immigration for not less than two years.

Removal of the power of courts to declare unconstitutional laws enacted by Congress.

Investigation by Congress of the activities of private detective agencies in the field of industrial relations.

Election of judges.

Restoration of an adequate federal employment service.

The declaration also urged upon workers the absolute necessity of resisting all efforts to destroy trades unions, whether by the false pretense of the "open shop" or the usurped authority of courts, through writs of injunction or otherwise. The workers are summoned to continue efforts towards increased consuming power, raise the standards, and improve the condition of life and work.

In view of the impetus that has been given to the anti-labor drive and the determined nature of the opposition to collective bargaining immediate action is imperative. Vigorous steps must be taken to combat the aggressions of reactionary employers, especially as to attempted reductions in wages, impairment of working conditions, or lengthening the hours of labor, and provisions must be made for immediate improvements upon present standards.

COMING HOME TO ROOST

According to press reports, Capt. W. J. Peterson, late chief of Oakland's police force, and at present general manager for waterfront employers, has announced that the Longshoremen's Association (blue book men) of San Francisco, have requested their employers to reduce the daily wage.

Even the most skeptical must admit the employers are "going some" when they are able to bring about such idiotic actions. There was a time in the not far distant past, when employment of strikebreakers or unorganized longshoremen called for considerable expense and strenuous effort upon the part of the employers.

Now, however, a different policy has been pursued. All that seems necessary is the pouring of blandishments into the ears of the simple, after they have been inveigled by a few "glass-arm" boys into the formation of a bosses social club, then the employer patiently awaits the time when the victims will meekly beseech a cut in their daily wage.

The development of this situation must be balm to such choice spirits as Doyle, McNulty and their faithfully adherents who have stuck to the craft of the old Riggers and Stevedores in dark days of adversity. These men have peered through the clouds and realize there is clear sailing beyond. The old trade union will come back, and those who have taken ventures into treacherous waters will seek the haven of safety again. We can not help congratulating Doyle and company upon their well sustained belief that "tomorrow is also a day."

ORGANIZE

If we were not fully cognizant of the fact that shipowners in all parts of the world are imbued with the same desires for subjugation of their employes, such revelations as contained in the Marine Caterer would elucidate the situation. It matters not in what continent, or under what flag, we always confront the same greed, the same ruthlessness, and the same inhuman treatment.

The shipowner is generally the most arrogant employer, filled with inordinate desire to degrade and shackle seamen in the interest of dividends. Therefore necessity for powerful and compact resistance to oppression becomes a more urgent necessity. The tendency of vessel-owning interests to make their aggressions world wide, impels us to complete the most effective internatiaonal defense through organization and affiliation.

Members desiring to become more fully acquainted with Russian labor, and world conditions will receive a liberal education by attending the mass meeting on March 24, 1921, at the Civic Auditorium, San Francisco. The meeting has been called for the purpose of agitating for resumption of trade relations with Russia. Jim Fisher of Seattle and Ed. Nolan of the Machinists' Union of San Francisco will be speakers.

NECESSARY LEGISLATION

A bill to instantly remove from office, fine and imprison any officer or agent of the government, from the Attorney-General down, who unlawfully violates the rights of free speech, free press and assemblage guaranteed by the Constitution to citizens and persons lawfully within our borders, was introduced in the United States Senate on February 26 by Senator Borah of Idaho. In addition, if any person is arrested or brutally treated, or literature or personal effects seized, or his house or office searched without proper warrant, he can recover personal damages, and the fine cannot be less than $500.

In a Senate speech Borah declared that the "evidence of arbitrary and lawless acts of public officers (meaning Palmer and his agents) is at hand and overwhelming. . . . The situation demands permanent treatment."

Judson King, Executive Secretary of the National Popular Government League, Washington, which last year fought the sedition bills and published the famous "Report" of the "Twelve Lawyers" exposing Palmer, has announced that the League will lead a nation-wide fight for the enactment of the bill by the next Congress. He said: "The time has come for constructive action and for an end to be put to official lawlessness. We urge the assistance of every organization and every man and woman in America who believes that the people's fundamental rights should be preserved."

The bill has the backing of eminent attorneys who assisted Senator Borah in the drafting of the bill. Among them are Hon. Alfred Bettman of Cincinnati, former Assistant Attorney-General during the war; Prof. Z. Chafee, Jr., Harvard University Law School, author of a new book, "Freedom of Speech," and a distinguished authority on deportation law and the law protecting civil liberties; Lawrence G. Brooks, Boston, special attorney for the U. S. Railroad Labor Board; Frank P. Walsh, New York and Washington, former joint chairman of the War Labor Board, and Jackson H. Ralston, Washington, able constitutional lawyer, and Prof. Edwin M. Borchard of Yale University Law School.

Editor SEAMEN'S JOURNAL:

The press continues to announce probable cuts in the wages of men who go down to the sea in ships, etc.

It has been frequently stated and proved that the wages paid to the crews of American ships is an infinitesimally small item compared to the "other operating expenses," especially those applying to the "highly inflated" salaries of Presidents, Vice-Presidents, Directors, Marine Superintendents, Port Captains, Port Engineers, Port Stewards, and many other superfluous "sinecures" including "Chairmen of Boards, Dierctors of this, that and the other, Legal Bureaus, Adjusters," etc., etc.

Such state of affairs, being an irrefutable fact, may I not (with apologies to Sheitch—May—I—Not") ask, at this "psychological moment," what is the reason that this sudden and unfair retrenchment should be burdened on to the shoulders of the "men that go down to the sea in ships," instead of beginning the "Hoover-

izing," with the highly and excessively paid "chair-warming" tax-eaters.

Several months ago, Chairman Benson of the U. S. S. B., issued a letter, stating that it was against all the "traditions of the sea," for seamen to ask for overtime for work that they are required to do, outside of the working hours enacted by Act of Congress. I have since wondered if he meant to convey by his "traditions of the sea," that we should revert back to the days of Paul Jones, Buck Morgan, or Jack Barry, or worse still, to the days of "blackbirding," and "palm-oil trading" on the West Coasts of Africa, when our chief mode of exchange was looking-glasses, colored beads, pieces of leather, virgin rum, gaudy calicoes, and other savage-soothing and savage-hypnotizing articles.

JAY TEE ELL.

The JOURNAL is pleased to publish the following poetical expressions from Frank X. Sparks, a member of the Eastern and Gulf Sailors' Association, New Orleans branch.

THE SAILOR'S LIFE

I am only a young American boy,
Called a "common sailor" too,
I have longed to do some traveling
Across the ocean blue.

A seaman is not the "ne'er do well"
Many good folks may think;
But our standards are high as any man,
And we do not always drink.

When I first sought this hardy life,
And made a deep sea trip,
I was taught the sailor's motto,
"Never give up the ship."

A sailor's life to me seems good,
Quite different from the rest.
We can make our chosen calling
A peer of the very best.

A captain was not always such,
But a sailor of the sea;
He holystoned and polished brass,
The same as you and me.

We hold the power to show you,
That courage, hope and skill,
Will land us at the very top,
A master's berth to fill.

Wherefore only respect the skipper,
There is no reason why;
For he was once a deck hand,
Even as you and I.

These rhymes you must not forget,
But always bear in mind;
That the calling of a sailorman,
Is as good as you can find.

The Japanese Exclusion League reports that California's determined campaign for the collection of an "emergency educational fund" to combat Japanese propaganda throughout the Eastern States has changed the Eastern national viewpoint on California's exclusion laws.

In Washington, Senators Hiram Johnson, James D. Phelan and Senator-elect Samuel M. Shortridge, are watching the interests of California and the West in connection with the Japanese situation until the Western exclusion leaders arrive on the scene.

DUTY AND RESPONSIBILITY

By Andrew Furuseth

It should be thoroughly understood that the initial work of this plan should have for its purpose the improvement of seamanship, skill, and efficiency of the members of the union who have had some substantial service on board ship and who have attained the positions of able seamen, firemen, and oilers, cooks, etc., with a view of later so developing the system as to fit the needs of the beginners in the calling. The development in this respect will undoubtedly be very rapid once the plan is in operation.

In order that the executive board may be enabled to put into effect such plan the affiliated unions shall immediately be called upon to furnish the sum of $15,000, each district union to pay into such fund an amount proportionate to its treasury. The money thus contributed shall be placed in an account separate from the general fund of the union and shall be used exclusively for the purpose of carrying out the plans herein outlined. — (Unanimous action, Philadelphia Convention.)

Comrades:

You are either now voting, or you are preparing to vote upon this particular action of the convention. Of course, you will be discussing it amongst yourselves on board of the vessels, in the reading rooms, or wherever you happen to meet, and I can hear some of you say, "more dreams," "more assumption that the employers will understand and appreciate," "more fudge." I wish I could have the opportunity of answering those, or similar expressions, verbally in your reading rooms, or in your meetings. Since that is not possible I have only one way in which I can address you. "More dreams." Yes, more dreams, but what have we been doing all these years except to dream and then do our best to make the dreams come true. The number of you who used the expression "dreams," "fool dreams," in the struggle to make the seamen as free as other men, was legion. You could not believe that members of Congress and Senators of the United States could be willing to listen to petitions in boots, or otherwise, from men who had no power to reward or punish. Of course, you must admit that you were wrong then. Is it not reasonable that you may be wrong now? It is dreamers and dreams that have woven the fabric bright and dark of civilization as we know it. It was the dreamers and their dreams which gradually reconquered for the toiler so much of human equality and of equal opportunity as we now possess. If we could not dream life would be unbearable, but dreaming without trying to make the dreams a reality belongs not in the practical world but in the asylum.

Will the employers understand? I do not know. I do not know what may move their thoughts, but I know that some of them will, because they are human, and if some of them will, more of them may when they understand. If we had reasoned upon the lines suggested by you we should never have done anything. "Fudge." No, stern reality. Is it not a fact that you make a trip, come back, and regardless of whether you are efficient or inefficient, regardless of whether you do your work properly or do it not at all, you are paid off, sent ashore to eat up what you earned on the trip while somebody else is doing the work that you should be doing on the vessel while she is in harbor. This intermittent employment makes it practically impossible for you to save anything. You may send a few dollars to your mother, or to your sister at the end of the trip,

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Feb. 28, 1921.
Regular weekly meeting came to order at 7 p. m., E. H. Erickson presiding. Secretary reported shipping dull. Donated $50 to Newsboys on strike.

Headquarters, San Francisco, Cal., Feb. 28, 1921.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping dull; members ashore plentiful.

ED. ROSENBERG,
Secretary.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary.

Vancouver, B. C., Feb. 21, 1921.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Feb. 21, 1921.
Shipping dull.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Feb. 21, 1921.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Feb. 21, 1921.
Shipping very dull; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Feb. 21, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Feb. 21, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Feb. 14, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Feb. 24, 1921.
Shipping dull; situation unchanged.
EUGENE STEIDLE, Secretary.
No. 42 Market Street. Phone Kearny 5955.

Seattle Agency, Feb. 17, 1921.
Shipping slow.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Feb. 17, 1921.
Shipping dull; no change in prospects.
JOSEPH MACK, Agent.
No. 613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

Now that the workers of America have gone in for industrial reconstruction in earnest, as good a slogan for them as any would be the one heard in the late Victory Loan drive, "Sure, we'll finish the job."

The union label organizes the purchasing power upon lines of fair conditions of labor, as against those conditions that destroy the health and morality of the producer and endanger the well being of the purchaser.

It is hardly necessary to say that abolishing an evil and suppressing the complaint about it are entirely different, and, in fact, antithetical, propositions.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

SEAMEN'S WAGES THREATENED

At an "important meeting" of the American Shipowners' Association, held in New York on February 8, it was unanimously decided to reduce seamen's wages, eliminate overtime, and discontinue all agreements and collective negotiations with the Seamen's Unions of the Atlantic and Gulf after May 1, 1921.

The organized seamen on the Atlantic and Gulf coast are not at all surprised by this announcement. As a matter of fact, it has long been foreshadowed in the public utterances of spokesmen for the shipowners, and strongly suggested in editorials of the commercialized press.

Ever since the present period of depression set in, and ships began to go out of commission, the American Shipowners' Association has pursued an arrogant attitude toward their employees.

In the present wave of business depression, and commercial stagnation, they seem to visualize the hope of acquiring all government owned ships on their own terms, and compel American Seamen to work for serf wages.

Impudent Demands of Shipowners

Speaking at a recent luncheon on topics relevant to the Merchant Marine, Mr. W. Averel Harriman, head of the American Ship and Commerce Corporation, and president of the Hawaiian-American Line, demanded the immediate withdrawal of all Shipping Board ships from competition with his concerns.

The American Shipowners' Association, however, at the meeting above referred to, not only proposes a substantial reduction in all seamen's wages, but also modestly demands the immediate withdrawal of all Shipping Board vessels from all trades, coastwise and foreign, and their entire sale to private owners at a uniform rate of $100 per ton,—take 'em now, pay when we get ready.

We are not taking up the subject of seamen's wages just now, we'll cross the bridge when we come to it. But it strikes us the American shipowners are biting off more than they can chew. The frankness of their demands is only equaled by the palpable inconsistency of their present attitude towards the government, people, and seamen alike.

In one breath the organized shipowners plead their inability to run the ships they now have successfully, and in the next they demand the immediate allocation of all government owned ships for their own special benefit.

In the same resolution they demand an increase in salaries for inspectors, clerks and chairwarmers paid by the government, and a 20 per cent. reduction in seamen's wages paid by themselves out of excess profits extracted from the American consumers of imported goods.

They are brutally frank, to say the least. But so was the Kaiser. Everybody knows what became of him.

American Interests Menaced

As seamen we respectfully submit that the American Merchant Marine is the pride and property of the American people, and that we, as well as the shipowners, are the servants and appointees of the people, duly charged with the operation, maintenance and defense of that Merchant Marine against all the world. A great national responsibility, therefore, devolves upon us all to do our part.

For sixty years prior to the European war the American shipowners had built few ships, trained no seamen or made any effort to encourage American commerce or seamanship.

The stern actualities of the world war awakened the American people to a knowledge of their own helplessness in the great struggle without a merchant marine, and to the realization that they had been rendered helpless by their own "shipowners."

In this dire emergency the American people set bravely to work to build a new and modern merchant service in the face of tremendous odds.

But build it they did, manned it with their own sons, fathers and brothers, dedicated it to their country's requirements for the benefit of all mankind, and mortgaged their incomes for generations to come to guarantee its success.

Shipowners Are Parsimonious

American shipowners have always been accustomed to computing seamen's wages on the lowest possible basis, and their own profits on all the traffic would bear, and they can't get out of the habit.

But they are going to find that when it comes to grabbing millions of tons of American shipping, and reducing the wages of a quarter of a million American sons, in the interests of their foreign allies, the opinions of the American people must first be consulted.

Through the power of organization and collective bargaining, the wages of American seamen have at least reached a point where they can live respectably when ashore, if continuously employed, but it is far from a standard which would permit the maintenance of family life, to which all seamen as well as other workers are entitled.

The Jazz Waiters' Injunction

A ludicrous attempt by the Colored Waiters' Alliance of Baltimore to secure a writ of injunction restraining the Marine Cooks and Stewards' Association of the Atlantic and Gulf from serving in the Merchant Marine, is causing more amusement than uneasiness in waterfront circles just now.

According to newspaper reports, and other information to hand from the Oriole City, it appears that certain members of the above mentioned alliance applied for positions as waiters on board the palatial steamer "Hawkeye State," but were beaten to it by the vigilance of the port agent and delegates of the Marine Cooks and Stewards' Association.

When they attempted to don their white jackets, they were bluntly informed that there was nothing doing, as all vacancies in the Steward's Department had been filled by seafaring men.

Thereupon the indignant landlubbers returned to the seclusion of their headquarters and held an overheated conference, at the close of which it was unanimously voted to carry their grievance to the courts, "an' show dem doggone sea waiters what is an' what am."

Application was therefore made to the Circuit Court No. 2 of Baltimore for a writ of injunction, restraining the Marine Cooks and Stewards' Association from interfering with their laudable efforts to serve in the Merchant Marine.

Antics of Employers' Union

In their petition the members of the Colored Waiters' Alliance No. 836 informs the court, that it is as high standing and efficient as any in Baltimore, and that it has been chartered by the Hotel and Restaurant Employers' International Alliance, and that it is given added distinction by the endorsement of the Bartenders' League of America.

They further gravely aver that they all and individually possess the qualifications, inborn and acquired, that go into the make-up of first-class sea-waiters, sea-legs and all, but that through the meddlesome perversity of the Marine Cooks and Stewards' Association they have been prevented from giving demonstration of their nautical agility in platter slinging, and graceful tip palming on shipboard; and that, in consequence, they have been "greatly humiliated and disgraced, their standing has been lowered, and they have been made to suffer loss of prestige."

In our opinion the Colored Waiters' Alliance 836 of Baltimore has been keeping bad company, and this is the direct cause of the humiliation and discomfiture of certain of its members in the present instance.

If 836 is a labor organization it has forsaken its principles by accepting a "charter" from an employers' alliance of any kind. It has further degraded itself by claiming affiliation with a bartenders' "league" in a prohibition country where rum selling is outlawed and bartenders are banished and anathematized by public opinion.

The colored waiters complaining in this instance have lowered their own "prestige" and the dignity of their own chosen industry as well by attempting to undermine and disrupt the wellbeing and class efficiency of a kindred occupation, to which, however, they do not belong, to the detriment and distress of thousands of qualified marine workers, who have devoted twenty years of untiring effort to the organization of their members and the development of their craft.

JAMES H. WILLIAMS.

Where the respective limits of any given trades are recognized there is no room for dispute regarding the jurisdiction of each. Any dispute that does occur in such case may be safely referred to extraneous causes.

In trade unionism, as in other human activities, success oftenest attends those who know how to wait—and work.

News of Interest to Galley and Cabin

A recent issue of the "Marine Caterer," official organ of the National Union of Ship's Stewards, Cooks, Butchers and Bakers of Great Britain, contains a copy of the following correspondence which recently appeared in the columns of the London "Times." In accordance with policies pursued by the commercialized press everywhere the letter of the "wealthiest shipowner" was published in full, while the answer thereto was given a very abbreviated publicity. The scurrilous attack of Lord Inchcape's upon the men in the stewards' department aboard his ships is very ably countered and discredited by President Cotter of the union.

LORD INCHCAPE'S LETTER

A VILE EFFUSION

From Lord Inchcape to the Editor of the "Times."

Sir,—Ships are being laid up all over the world because they cannot be run under present conditions. Ports are congested everywhere. Thousands of officers, engineers, seamen, stokers, and stewards are out of employment, and yet a Commission is sitting in Brussels to consider the advisability of limiting employment at sea to eight hours a day.

The Stewards' Union is laying down the law as to the work stewards shall do aboard ship. Discipline, therefore, is at a discount. Demands are constantly being made for increased accommodation on board ship much in excess of Board of Trade requirements. Unless this is given, threats are held out that the ships will be held up, and passengers' cabins have to be sacrificed to meet the demands, thus reducing the earning capacity of the ships and necessitating higher rates of passage money.

A Shameful Admission

Before the war the average wage of a steward was £3 10s. per month, bed, board, and lodging found, and the Maritime Wages Board some four years ago fixed the wage at £10 15s., to which they have since added £3, making £13 15s. at the moment, quite apart from a large allowance for overtime. **It did not matter so much to the owner what the wage was during the war, as the ships were on charter to Government and the wages were a charge against the State. Now, however, the wages have to be paid out of the vessels' earnings, and the earnings won't pay them.** In addition to their wages, stewards get tips from passengers, which on many voyages increase their remuneration considerably.

Unfounded Assertions

The unions dictate to the shipowners what men are to go in the ships, with the result that incompetent men of whom nothing is known have often to be taken merely because they have joined the union, while men who have been in the service of the company for years are excluded. One result is that passengers' belongings and enormous quantities of cabin, saloon, and table furnishings are constantly being stolen. On one voyage alone of a P. and O. steamer plate and linen to the value of £1,043 were removed from the ship.

The thieving that is going on at sea and in the docks is beyond anything in history. A man recently removed the clocks from the smoking and music rooms of one of our steamers while the passengers were embarking at Tilbury Dock, and they have never been traced. Within the last few days a piano was removed from one of the steamers in dock and carried off to a cottage, where, however, it was fortunately recovered. The quartermaster, who was on watch, and found to be in league with the thieves, has gone to gaol with the receiver, and they are now picking oakum instead of playing the piano.

Antagonism Expressed

If it had not been that there were so many passengers requiring to go East in the last few months, who would have been immeasurably inconvenienced if they had not been able to go, we would certainly have taken no stewards except on our own terms.

The end, of course, will come, and we will get back to a sound economic working basis, though it may not be quite yet.—Yours faithfully,

INCHCAPE.

122, Leadenhall Street, E. C., January 26th.

GENERAL PRESIDENT'S REPLY

28th January.

To the Editor of the "Times."

Dear Sir,—I have just arrived back from the International Conference of Shipowners and Seamen, which has been sitting at Brussels considering the question of employment at sea being limited to 8 hours a day, or 48 hours a week.

My attention has been drawn to a letter signed "Inchcape," which appears in "The Times" of Thursday's date. If the letter had been written by a common or garden critic of the Stewards' Union I would have taken little or no notice of it, but coming from the pen of a real live lord, and one of the wealthiest shipowners in the world, one is bound to sit up and take notice. I have already replied to Lord Inchcape's previous effusion on the reduction of hours for seamen question, which no doubt will be settled amicably in the course of the next few weeks, whether Lord Inchcape likes it or not, so I will pass his reference to the Commission sitting in Brussels over.

An Accepted Challenge

In the second paragraph of his letter he starts a frontal attack on the Stewards' Union, of which I have the honor of being the president. He states there the Stewards' Union is laying down the law as to the work stewards shall do aboard ship. I suppose he means by this all members of the catering department. According to Lord Inchcape's letter a union delegate on board the ships can lay down the law as to what has got to be done and what has not got to be done, and he states "therefore discipline is at a discount." Enclosed with this letter is a card giving official instructions to ships' delegates, which speaks for itself. I want to emphatically repudiate the insinuation that any ships' delegate dare take up the attitude that he infers in his letter. Seamen on board ship, whether stewards or any other rating among the crew, come under the Merchant Shipping Act, and can be dealt with by the law of the land, and very severely dealt with, for any attempt to interfere with the lawful commands of a master or officer on board ship.

Abominable Accommodations

He further states demands are constantly being made for increased accommodation on board ship which are in excess of Board of Trade requirements. I would like your readers to know that the Board of Trade requirements for accommodation on board ships in regard to cubic space allowed to seamen are much less than what is granted to a convict serving time in our prisons. Has Lord Inchcape ever sailed in a hell-hole called a glory hole with one hundred men in one room, with their eating, sleeping, and lavatory accommodation all attached, where they step out of their bunks of a morning straight to a table at the foot of their beds, and scramble for their food worse than so many pigs? These men are not allowed to take beds upon deck to get some of God's fresh air in the Tropics, as they happen to be stewards. He pointed out "passengers' cabins have to be sacrificed to meet the demands of the men." I respectfully suggest to Lord Inchcape that in the building of ships the men's requirements ought to be the first and not the last consideration of a shipowner worthy of his salt.

The Wage Question

He then gets on to the question of wages, and points out the average wage of a steward before the war was £3 10s. per month. Perhaps I can help him in this matter. It is not many years ago that married men sailed in his company (the P. and O.) at 30s. per month; hours 24 per day (as the catering department have no specified number of hours laid down, and must work any hours called upon to work). It does not want a mathematician to work this out. The seaman is paid at the rate of 30s. per month (30 days to the month), equals 1s. per day, equals ½d. per hour, 24 hours per day, and this was in Lord Inchcape's company. **No wonder shipowners die millionaires. Then he shows his hand as a patriot by stating during the war the wages increased to £13 15s. per month, and goes on to state it did not matter so much to the owner what the wages were during the war, as the ships were on charter to the Government, and the wages were a charge against the State.** In addition to the wages he states stewards get tips from passengers. I agree! and Lord Inchcape and his friends encourage them to get tips by paying them starvation wages, for what the stewards got on the swings the shipowners got back on the roundabouts. His statement about the union dictating to shipowners who they shall carry on the ships is absurd. If the union dictated to Lord Inchcape, does he think for one moment we would allow him to carry cheap Asiatic Labor at half the wages paid to British white labor?

Regard for Coolies

The P. and O. Company (of which he is the head) has always had a record of being the worst company, as far as payments and conditions are concerned, of any passenger shipping company afloat, and I will refer him to any of the departments on board his ships—the deck, engine, and catering, and even the captains and officers. He continues his scurrilous attack upon the men in the catering department by insinuating that our men steal the plate and linen of the ships. I can hardly express in language what I feel over this charge, which is a deliberate lie, and I want to point out here that the P. and O. Company have received more money by sheer robbery and illegal stoppages from stewards and cooks in the shape of payments for silver, linen, and crockery than any other company owning ships.

An Example of Exploitation

To show the audacity of this company I will quote one incident. A well-known P. and O. boat ran ashore and was wrecked with a member of the Royal Family on board. The men of the catering department (who were the majority of the white crew), at the risk of their lives, saved not only the passengers, but also a valuable part of the company's property. When the men were returned home to be paid off, a part of their wages was stopped for the linen, silver, and crockery lost in their ship. Is any comment necessary upon this for audacity and robbery? I think you will agree this beats creation.

Lord's Lies Nailed

He refers to men stealing clocks from the smoke-rooms and music-rooms in their ships. He quotes the case of a piano being stolen. When I got to this part of his letter I began to think his lordship was starting to pull someone's leg. He was turning a tragedy into a farce. The next thing his lordship will be trying to tell the British public is that the sailors are walking down the gangways of the ships with a couple of anchors on their watch chains, and the firemen are going ashore with a couple of turbines in their pockets. I am a practical steward, knowing the business from A to Z, and I say emphatically that 90 per cent. of the losses sustained on board ship, viz., silver and linen losses, are caused through passengers taking it for souvenirs or other purposes.

A Record of Honor

I would like to point out to his lordship that the Stewards' Union's record during the late war stands among the highest in the category of any union in this country. The Seamen's Unions are the two highest in their losses of men in proportion to their membership. The majority of our men were lost dodging submarines, so as to keep the British Mercantile Marine in the forefront of the world. Among the ships were Lord Inchcape's, not only the P. and O., but all the lines in which he has personal interests. I wonder how many ships Lord Inchcape sailed in during the war? I think charges of this description ill become men of Lord Inchcape's type; men who have made huge fortunes out of the sweat and blood of the men criticised. If Lord Inchcape wants to command the respect of his employees, let him help to reduce their hours, give them better conditions and a higher standard of life, and make his ships fit for human beings to live in. Let his policy be a constructive one, and not a destructive one.

JOS. COTTER,
General President.

RUSSIA'S IRON DEPOSITS

The greatest iron ore deposits known are thought to have been located near Koursk, Russia, by magnetic disturbances of intensity unequaled elsewhere. These disturbances were studied several years by the late Prof. Ernst Leyst, a Russian, and his records are said to have been rescued and taken to Sweden. Two Swedish observers find that two immense parallel deposits of magnetic iron ore are indicated. These seem to have about equal length, 57 miles or more, and to be separated about 40 miles.

The manhood of the striker must take precedence of the comfort of the public.

OUR WASHINGTON LETTER

(By Laurence Todd.)

Masses Carry Tax Burdens

Congress is attempting to commit the country to a huge further expenditure upon the army and navy, in face of the fact that the whole world cries out for peace and reconstruction and for assistance in feeding the hungry and clothing the naked victims of the great war. An item of $90,000,000 in the Naval Appropriation bill now before the Senate, while it looks moderate enough in itself, really means an investment of $640,000,000 in new and big warships—all of which may be found to be worthless against improved aircraft and submarines before their hulls are half completed. The item provides for beginning construction of the series of ships whose total cost will be $640,000,000.

Where will the money come from?

From the wage-workers and the citizens who have to bear all the other burdens of extravagance in government and in industry, of course.

Already Senator Penrose and Chairman Fordney of the House Ways and Means Committee have pretty well laid their plans for laying a consumption tax—they call it a sales tax—upon the everyday necessaries of life, and they expect to raise enough by this tax upon our bread and butter and clothes to pay for the naval extravagance which the big lobby of naval officers in Washington is insisting upon.

Senator Borah of Idaho, answering a demand by Senator McCormick of Illinois in the Senate that Harding be given a huge navy with which to play the diplomatic game with Europe—the same game at which Woodrow Wilson was euchred and discredited forever—served notice upon his party that it was playing with fire in the matter of extravagance and heavy taxation.

Tremendous War Debts

"This war debt of $250,000,000,000 or more," he said, "which now rests like a mortgage in process of everlasting foreclosure upon the brain and energy of the human family, really staggers computation, and in its demoralizing and deadening effects it beggars description.

"It is when you undertake to measure this debt in foot pounds of human toil that its magnitude becomes bewildering. The privation and the misery, the suffering and the sacrifice, the men and women bending in hopeless drudgery, the children starved in body and dwarfed in mind, the families discouraged and broken up, the pauperism, the crime, the suicide, which its ever-pressing weight and subtle tyranny imposes, place its size and effect beyond our power to portray. The most exacting task master in the world is the public debt. If it has any advantages to bestow, it bestows them upon the few and well-to-do—those who are able to hold bonds and collect the interest."

Borah showed how the statesmen who held the world in their hands at the end of the war had done nothing to reduce this debt nor to even prevent its growth. Britain's government erected barricades around its Parliament buildings recently, to guard against the possible violence of the unemployed, while in America the problem of unemployed and the condition of business in general gave reason for the gravest fears.

"It is not a long step," he remarked, "from the barricade around legislative halls and unemployment to the point where popular power breaks in upon the rights of property, and decrees are issued from the open forum."

Borah refused to agree to wait for any nod from Harding, in the next four years, before thinking and speaking upon the vital problems with which Congress and the people must deal. He smiled as he remembered how he had had to drive Harding and his advisers to abandon their schemes for an elaborate and costly "coronation" ceremony on March 4th, and he suggested to the Senate that "We have our duties to discharge and our obligations to meet, and it will be a pitiable spectacle if we loiter around like satellites of royalty until we are bid to act and to profess and pretend to think."

An Anti-Labor Cabinet

Fact is, Borah and Hiram Johnson and the La Follette group in the Senate are astonished at the devil-may-care way in which Harding has placed his political and official fate in the hands of the Ohio lobbyist, Harry Daugherty, who is slated to become Attorney General of the United States. Compared with Daugherty, if all accounts from Ohio newspaper men now in Washington are true, such notorious cabinet choices as Ballinger and Burleson and Palmer were selections of vast wisdom. None of these three black sheep of recent American politics ever maintained expensive offices opposite a State capitol, nor was known as the spokesman for all the traction interests of a big industrial commonwealth. None of them was ever identified in the public mind with the underground manipulation of legislatures in the interests of public service corporations and against the interests of working people. These points of peculiarity make Daugherty the most amazing cabinet selection in more than a generation.

But Daugherty in the shoes of Palmer will apparently not be so lacking in company as has been the case with the champion official strike-breaker of our legal department. There will be Herbert Hoover in the Department of Commerce to see that the Seamen's Act is not too severely enforced against the coolies and the shipping magnates. Hoover, the friend of the mining corporations and the big meat packers, will lend a ready hand in making up the labor policy of the administration, if he is needed.

Then there will be Mellon of Pittsburgh, whom no union official seems ever to have met, but whose family holds control of industrial corporations capitalized at over two billion dollars. Mellon has always stood for the non-union shop, enforced by the Pennsylvania Cossacks. As Secretary of the Treasury he will construe the taxation laws so that the workers will pay to the last cent, while he will be in a position to lend the support of the treasury to financial pirates whose schemes may be too big for private enterprise alone.

Working with Daugherty and Mellon will be Secretary of War Weeks, a stock and bond broker and banker. In time of strike the troops will be under his control. He will talk things over with Postmaster General Will Hays, who will get the signals from Senator Jim Watson of Indiana, champion of the railroads and the meat packers.

Under these conditions the question as to who shall be Secretary of Labor is no longer of importance to the labor movement. The cabinet is stacked for reaction and recklessness.

Industrial Situation Worse

Decreases in wages and further reductions of the force employed are reported by the basic industries reported upon today by the United States Bureau of Labor Statistics, for the period from December 15, 1920, to January 15, 1921. Between these two months thirteen selected industries show a decrease in wages, and only one an increase in the total poyroll for a week. In iron and steel the plants reported upon showed various cuts in pay, from the elimination of time and one-half for overtime to a straight 25 per cent. reduction. In hosiery some of the establishments reported a cut of 33⅓ per cent. in rates of wages. In silk a decrease of 22½ per cent. in the rate of pay was imposed in some of the plants. In cotton mills the reductions were from 5 to 25 per cent.

In all of these industries there were less employes in January than in the corresponding month of January in 1920. The automobile industry has decreased its working force—in the plants reporting—by 64.6 per cent. Iron and steel employ 25.4 per cent. less than a year ago. Car building and repairing employ 5.5 per cent. less, although there is always a shortage of cars. Hosiery and underwear employ 54.3 per cent. less persons than a year ago, and cotton-finishing employs 26.8 per cent. less. The shrinkage of the force in leather shops is 37.9 per cent.; in men's clothing it is 37.4 per cent.; in boots and shoes it is 33.1 per cent., and cent. below the total for January of 1920.

Nearing a Crisis

These figures do not cover a large number of establishments in any one industry, and they are merely the statement of the managers of the plants, but they show clearly the drift toward a serious crisis in unemployment.

Add to the fact of unemployment and the gradual but inescapable using up of the savings of the workers in all trades, the deliberate campaign of the reactionary employers and their political servants for the destruction of the labor movement, and you have the grounds for vigorous protest from the trade unions to the Harding administration this spring and summer. The passing of jail sentence upon Alexander Howat of the United Mine Workers in Kansas is looked upon by some of the labor spokesmen here as the possible turning point of resentment. The fight over the Kansas Industrial Court tyranny may become the center of a struggle which will spread to every State as the anti-union forces gain courage from Harding's cabinet selections to take the offensive.

Generally speaking, "respect for the rights of the third party," as that phrase is used in connection with strikes, implies disrespect for the rights of the other two parties.

WEEKLY NEWS LETTER.

(Continued from Page 3)

"reaches a farcical climax in Judge Curran's sentence of Alexander Howat and five associated labor officials to a year in jail for violation of an anti-strike injunction and 'the intents and purposes of the Kansas industrial court law.' The conception of a court to decide when capital is properly invested and when men must work is fundamentally fallacious. While our economic system endures capital will flow as profits direct it and men will put their hands to the plough or the shovel when they please. No court can be trusted to dictate to industry for the good of the state.

"Neither can it strip from the miners their one weapon in economic competition without giving an assurance of justice that lies beyond the scope of its power."

Want Independence

Members of the Porto Rican Legislature have appealed to the Congress of the United States for national sovereignty. The organized workers oppose the plan, and declare it is advocated by monarchists. The workers call upon the independents to grant some degree of economic freedom to labor and they insist that their struggle for this economic freedom will not be diverted by a political issue. The former monarchists and industrial barons are exploiting the island through trustification of the sugar and tobacco industry.

DUTY AND RESPONSIBILITY

(Continued from Page 7)

but as for you entering into the ordinary relations, living an ordinary human life, you know that the wages which you receive makes that impossible. Some of you have sung the English seamen's song, "The Sailor's Wife the Sailor's Star Shall Be," while you have been going around in the capstan, and some of you in bitterness of soul have sung it with the variations which you know all too well. I know that I have, and any of you who has been to sea more than a dog-watch, knows these facts.

By failing to again develop the skill in seamanship which the employers' policy for the last forty years has done its best to destroy, we shall come nearer and nearer to the point hoped for and worked for by that kind of shipowners. These men are without any conscience and without any dreams, except such as are connected or may be connected with dreaming themselves, as the indisputable masters surrounded by men consciously and willingly their slaves, and to listen to or consider them and adopt their philosophy spells a never ending misery to us. The convention did not dream of any general assistance, or even sympathy from shipowners. The convention felt that there are quite a number of shipowners who, partly through their imagination and partly through their experience, have come to a realization of the importance of skill and loyal co-operation in the vessel's personnel. Insofar as the convention thought of anybody outside of the seaman himself, it thought of the student, the social expert, the real statesman and that section of employers who have imagination, who can see, or have had some experience through which they have ascertained and digested the value to the merchant service, to the sea-power of a nation, of a personnel skilled in their work, willing to do their work because it is their work, and because the work is honorable.

But some of you will say high skill, greater efficiency, means more work and less employment. Think it over, friends, and you will see how utterly unsound such contention is. When the men who go to sea know their work, when they know the ship, her gear and appliances, how to find them in daylight or dark, how to use them at all times, how to repair them, and the means being available, how to replace them, there will again be permanency of employment, the intermittent, demoralizing and wasteful periods on shore will be ended. Shipowners will use the crew to do what the crew ought to do, and will keep them by the vessel. There will be more work, more men will be employed, the vessel will be better taken care of, the gear will last longer, accidents will be fewer, and it cannot help but redound to the profit of seamen and shipowners alike.

Of course, I know as well as you, that there are a large number of shipowners, and they are influential ones, who can think of nothing but the reduction in wages, and of using the power that they now think they have—seeing it arise from the stoppage of ocean carrying trade—for the purpose of squeezing the last drop of sweat, not only from the bodies but from the souls of the men whom they employ. I know not, cannot know what they will do, or will try to do. Nor did the convention know, nor did it undertake to guess. The convention was thinking about the seamen, what to do that would be of the highest good to seamen. If it had hesitated because of what some employers want to do, or may want to do, and if it had felt itself impelled to be governed by that, it would not have taken the action which we are now discussing; in fact it would not have come together at all; in fact we would have no unions, because you know, must know, if you take the trouble to think and surely you do, that whatever progress we have made has been made not because they wanted or because they liked it, but because they could not stop it.

Comrades, you are on trial, and you are trying yourself. If you were dreamers enough to make certain promises to yourself, you must be men enough to do your utmost to make those dreams come true or you will be like the tree upon which the Nazarene found no fruit, and upon you, through your own actions, will rest the curse that he left upon the tree. It is up to you; you will decide, and as you decide wisely or foolishly so shall be the results to the seamen, not only of America but to some extent to the seamen of the world.

While you are howling about the horrors of the "Dictatorship of the Proletariat" in Russia, don't overlook the blessings we enjoy from the Dictatorship of the Profitariat.—Miami Valley Socialist, New Zealand.

The light of the Eddystone Lighthouse in the British Channel is visible in clear weather for 17½ miles.

International Seamen's Union of America

(Continued from Page 5)

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Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

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VANCOUVER, B. C. ..... 311 Hastings Street, West
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Labor News

Wages of 3000 of the 4000 employees of the Baltimore Drydocks & Shipbuilding Company have been reduced approximately 10 per cent.

The proposed plan of the Chicago Federation of Labor for alleviating the unemployment situation, by shortening the hours of men at work, have been abandoned as inoperative. The Federation failed to act on the proposals that had been submitted.

The wage of farm labor averaged about $16 a week without board last year, according to a statement issued by the Department of Agriculture. It is stated that the average rate for labor hired by the month was $46.89 with board and $64.95 without board; for day labor at harvest, $3.60 with board and $4.36 without board.

Retail clerks of Honolulu have organized a local union of that craft and are now prepared to take their place in the organized labor movement of the islands, according to a letter just received by the Union Record from Mildred Flynn, formerly with the Trades Union Savings and Loan Association of Seattle.

The four L's have become entirely discredited in the northwest, and workers in the lumber camps and mills are joining the Timberworkers' Union in large numbers. The men realize that it is absolutely necessary to maintain a bona fide organization in order to combat the aggressions of the lumber profiteers.

The Jones and Laughlin Steel Company of Pittsburgh, Pa., announced a cut of twenty per cent. in wages, effective March 1. Readjustment of the wages paid tonnage men was made in conformity with the new scale. The company employs an approximate of 25,000 men, half of which are laborers. The new wage rate is 37 cents an hour.

Governor Frazier of North Dakota has laid before the executive council of the American Federation of Labor a proposal that labor unions affiliated with the Federation invest their funds in bonds of the State-owned bank of North Dakota. He also has asked that the unions deposit their surplus funds in the North Dakota institutions.

President Barnes of Cigarmakers' Union 228 has announced that the cigarmakers' strike of Tampa, Florida, has been called off on account of lack of funds. He further stated that the cigarmakers of Cuba had contributed generously to support their Tampa comrades, but the bosses neutralized these efforts by closing down the Havana shops. Similar action was also taken by employees in Eastern States. By these means the Tampa strikers were literally [illegible] into submission.

State laws regulating working conditions in metal mines are lax and inadequate, especially as regard to ventilation, according to a statement by the Bureau of Mines, based on a survey of metal mines in Montana, Colorado, Utah, Nevada, Arizona and other States. The survey was made by David Harrison, a mining engineer of the bureau, and by engineers and surgeons of the Public Health Service. "The better health of coal miners as compared with metal miners probably is due to the better ventilation of coal mines," the statement said.

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Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Cumming, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dorland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Eriksson, Sam
Eriksson, Einar
Eriksson, Lars
Ekengren, Olaf
Eriksen, Nils
Eklung, Victor
Edvordsen, John
Elsted, John
Edvords, Louis

Fuller, Frank M.
Engman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
Grau, Axel
Gianella, Ed
Gulbrsen, Andreas
Gamwood, Karl
Gjerde, K. O.
Gulbransen, Gust
Gallagasen, Peter

Gerritsen, Carl
Gregson, Leslie
Green, Wm.
Green, Harold
Henley, Geo. S.
Henderson, Earl
Hansen, Martin
Hansen, E.
Harper, Earl
Hood, Hans
Hare, F.
Helling, Jack
Helmin, Wm.
Hedquist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Sexton
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
Jansen, R.
Johnson, Dick
Janson, John
Johnson, Elias
Jenson, James
Johanson, Matt
Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
Jorgensen, Fred
Johnsen, Ludvig
Johansen, Arthur H.
Jacobson, M.
Johnson, Ed. -2294
Johanson, Olof K
Johnson, G. A.
Jacobson, Torgils
Johanson, Henrik
Johnson, Alex
Jensen, Wilhard, E
Johansen, Carl
Jones, A. H.
Johnson, Gust

Kallo, K.
Karlson, G. A. -1190
Krastin, J.
Kragstad, A. E.
Hoppen, Oluf
Kristiansen, Aarnt
Knudsen, Andrea
Kilkeary, Frank C.
Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Laskinen, Fred
Livingstone, Ed
Larson, Rudolf
Lucy, James
Lichtenberg, Ben
Lauritsen, P. E.
Ljungstrom, Oscar
Lee, L.
Larsen, Emanuel
Larsen, E. -1345
Lauritsen, P. E.
Leeween, A. W.
Landlung, Chas.
Lauritsen, Jack
Larson, A.
Lawersen, L.
Lieson, Wm.
Lynum, A. M.
Lutton, Theod
Lyngues, Chr.
Lund, Eric

Millard, Frank
Martinsen, Ingvald
Macleod, Alex
Molder, John
Monroe, N. S.
Mengert, Fred
Moore, Thos.
Margaard, H.
Michalson, Harald
Musch, Chas.
Mann, Albert
McPherson, James
McLean, Angus
McIntyre, L.
McCoy, J. L.
McMullen, J.

Nilsson, N. J.
Nilson, A. H.
Nolan, Janus
Nelson, Swan
Nilsen, Carl -302
Nurse, A. L.
Nilson, Adolf
Nergaard, H.
Nelson, Werner
Nelson, P. A.
Nilsen, Harald
Nelsen, Peter
Nelsen, Ross
Neelsen, H. J.
Newland, Ernest
Nyhagen, Julius
Nicholsen, Ben
Nurken, Herman
Nelsen, A. B.
Nahinan, F.
Nilsen, N. P.

Ovist, John
Osterberg, C. V.
Optedal, Caspar
Olsen, John H.
Owens, J. W.
Opga, Ed

Pendville, N.
Pedersen, J. M.
Peterson, Blarm
Parker, Bert
Pederson, C. E. 1286
Pedersen, Herman
Pedersen, Emil F.
Pabus, Laus
Pedersen, Ole
Pedersen, O. J.
Permin, J. C.
Pedersen, E. P.
Paulsen, O. E.

Quarnal, A.

Rorvik, Chr.
Rod
Rasmussen, Peter
Rebeck, Frank
Rorvik, Chas.
Randle, C. W
Reilley, Ralph
Ross, Herbert
Romberg, Edward

Sandin, P.
Sater, P. Pedersen
Lag, Otto
Soderberg, Albin
Scarpa, E.
Stetson, Henry
Schrage, P. W.
Schler, T. J.
Schirmbel, Rup
Sarv, H.
Stiffler, Roy
Sherrin, E.
Strand, Charley
Skaag, Paul
Shipley, A. M.
Steiner, F.
Stenberg, Hjalmar
Sitts, La Verne
Simonsen, S.
Sandstedt, E. H.
Seyfried, M.
Thorsen, V.
Tasel, John
Smith, Aug.
Scarlett, J.
Swansen, Axel
Salomen, Ivori
Salmar, K.
Stockburger, C.
Stidham, C. W.
Sammelsen, Hugo
Semberg, John
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Suppose you pay $1 in taxes on this shed.
Your tax rate is, clearly, 1 per cent. on actual value.
If you pay $1.63 in taxes on your shed, your tax rate is 1.63 per cent. on actual value, and this is what State officials say our average tax rate is. To be exact, the rate is given as $1.632 on each $100 of **actual** value.
That's all there is to this taxation question.

What Should Utility Companies Pay?

Now apply the same process to public utility companies, from whom the State collects a tax that is passed along to all citizens. For example, the Seavey Tax Commission's valuation on operative properties of railroads and street railroads is $519,620,000, in 1916. On the same basis used by Mr. Seavey they are worth less today.

If they paid, like the average citizen, $1.63 on each $100, they would have paid the State, in 1920, $8,480,000.

As a matter of fact, they paid in 1920, $10,122,000, or an excess of $1,642,000 over the $1.63 rate. In other words, they are paying, not 1.63 per cent., like anyone else, but 1.94 per cent. on the Seavey Tax Commission's valuation of their properties.

Now our State officials demand that the taxes on public utility companies be still further increased.

A Fair Proposition

If these companies are not now paying their fair share of the proper cost of State government, they should do so. If they are now paying what they should pay, the tax burden on the public should not be increased. This situation demands facts and fair play.

The Facts Are These:

Today—to use the same example—railways and street railways are paying taxes at the rate of	**$1.94**
In 1916 the Seavey Tax Commission estimated the tax paid by railroads and street railroads, as compared with the value of their properties, at	**1.30**
An increase, since 1916, on each $100 on the Seavey valuation of	**$ .64**

or, in percentage, an increase of 59 per cent. over the 1916 rate.
The average citizen's direct taxes have increased, meanwhile, 35 per cent. on property which is like that of the public utilities, in that it has not increased in value.

Our Citizens Must Decide

It is for all citizens to decide whether the indirect taxes they pay through public utility companies shall be again increased when these companies are already paying at the rate of 59 per cent. more on the Seavey valuation than they paid in 1916. Be not deceived. This is your affair. The money collected through public utilities is charged back to you in the cost of food, clothes, rent, light, heat, interest rates and transportation—in everything you buy.

No Ad Valorem Tax

Remember:
No revenue deficit exists.
No ad valorem tax is needed.
Ask your legislator to demand that the State live within its income, or show WHY.

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"The Power to tax is the power to destroy"

Domestic and Naval

Bolshevist convoys, consisting of two submarine chasers and two gunboats, have appeared on the trade route between Trebizond, on the eastern shore of the Black Sea, and Novorossisk, on the northeast coast.

The Atlantic fleet has been separated from the Pacific fleet and has sailed for the Atlantic, thus ending the first joint maneuvers of the two fleets. The maneuvers, in the opinion of high naval officers, have been a marked success.

Figures recently published show that ninety-two sail, steam, gas and unrigged vessels of 208,967 gross tons were built in the United States during the month of January, 1921. Fourteen of these ships were for the U. S. Shipping Board and fourteen were oil tankers.

Six steamers owned by the United States Shipping Board and aggregating 65,450 tons gross, now lying idle in New York, will be towed to the Hog Island shipyard for storage until disposed of by the Government. Three of the ships are former German liners, the "Baron von Steuben," ex "Kronprinz Wilhelm"; "Nansemond," ex "Pennsylvania," and the "Mercury," ex "Barbarossa," which served as army transports. The others are the "Marcia," "South Bend" and "Edellyn," American-built steamships.

The Postoffice Department announces that the steamer "Mount Clay," scheduled to leave New York Feb. 19, carries mail for airplane delivery to Berlin and Rhine points in Germany. The mail will be delivered from the ship to a German hangar in Cuxhaven for forwarding. Matter intended for such transmission should be marked "dispatch by air from Cuxhaven."

Uncle Sam has determined to clean out his antiquated warcraft in Pacific waters and is offering a number of former "war dogs" for sale. The cruiser "Brooklyn," famous for her participation in the battle of Santiago during the Spanish war, heads the list of craft to be disposed of. The cruiser "Minneapolis," formerly the flagship of the "train" of the Pacific Fleet, is another, while the cruisers "Raleigh" and "Cincinnati," the auxiliary ship "Supply," the gunboat "Castine" and tug "Bay Ocean" complete the lot. Recently the old cruiser "Marblehead" was sold to Mexico, and it is believed in shipping circles that the entire fleet of obsolete warships will be purchased for the rapid growing navy of Mexico or by some other Latin American republic.

The Chinese government has demanded an apology and reparation from Japan for the sinking, last June, of a Chinese craft by fire from a Japanese gunboat in the Amur river, shortly after the Nikolaevsk massacre. According to Chinese naval department reports, the Chinese boat, manned by one naval officer, four [illegible] and [illegible] seamen, was sent out by the Chinese gunboat [illegible] on the Amur to [illegible] fuel. On its return, at 3 o'clock in the afternoon, a Japanese gunboat was sighted. The Chinese craft dropped anchor and ran up the Chinese flag. The Japanese gunboat opened fire, and seven shots hit the hull. The boat was partially submerged in shallow water and thirty-four seamen were killed by gunfire or drowned in efforts to get to shore.

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DECEMBER 31st, 1920

Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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Wednesday, March 9, 1921, 8 P. M.
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News from Abroad

The insurrection of Montenegrans against Jugoslav occupational troops is spreading, according to advices from Agram. It is said there have been a number of casualties in recent fights.

Pogroms against the Jews in Ukrania still continue, according to Dr. Rosenblatt, representative of the joint distribution committee for American Jewish relief funds, who has arrived at Paris from Moscow.

Austria has been placed under martial law in efforts to prevent a threatened general strike. Further measures of repression are planned in case the discontented elements renew demands for extension of political liberty and increase in wages.

According to reports from Constantinople, French destroyers cruising along the eastern coast of the Black Sea have been engaged with soviet forces as Gagry, a town fifteen miles northwest of Sukbun-Kale.

Emigration from Mexico is decreasing, due to renewed industrial activity within the country. Construction of low-priced dwellings in Mexico City is especially alive at this time. Railroad conditions are improving, but movements of vessels continue slow.

Representatives of the Hamburg Senate and Chamber of Commerce, recently called upon and expressed thanks to the Captain of the Argentine steamer "Baria Blanca," when that vessel arrived at Hamburg with 7000 tons of foodstuffs, a gift to the Austrians from the Argentine Government.

Argentina reports very little improvement in commercial and industrial conditions. Building and other construction operations are very inactive, and movements of freight are light. The cost of living decreases very slowly, and labor unrest is rampant. A big railroad strike is threatened, and other labor troubles are anticipated. Immigration from Germany, Italy, and Spain is increasing rapidly.

German Communists polled 1,200,000 votes in the recent elections to the new Prussian Landtag. This was their first appearance on an official Prussian ballot. They captured thirty seats and will constitute with the Independent Socialists, who elected twenty-eight Deputies, the Far Left opposition wing. The majority Socialists will have 111 Deputies, losing forty-one seats. The Democratic party's representation is reduced from sixty-six to twenty-five and the Clericals dropped from ninety-four to eighty-three, giving the Prussian three-party coalition bloc 219 mandates, as against their former 304.

French newspapers are making terrible revelations of the poverty in which many of the greatest French savants are forced to live. Madame Curie, the inventor of radium, has barely funds enough to employ a single assistant in her famous institution. The heroic Doctor Infroit, the latest victim of X-rays, died recently in such poverty that the municipality had to pay for his funeral. The laboratories of the well-known scientist Branly are falling into ruins. The first woman doctor to practice medicine in France, Madame Madeleine Bres, has just been discovered by the newspapers living in extreme poverty and completely blind at the age of 82.

With the Wits

Peggy (who has been forbidden to go near brother, who has measles)—"Please God, make poor Teddy better—only don't go too near him!"

"Remember, Mrs. Wilkins, it's us working women wot's made England wot it is."

"Lumme, we ain't as bad as all that, are we?"—London Punch.

"Remember how we used to have to hike for miles with full pack to get a drink?"

"Yes, but you gotta do more than that now." — American Legion Weekly.

Republics are forgetful. If a gallant doughboy did put on his hero medal and wore it downtown people would think he was a delegate to some two-by-four convention.—Cincinnati Enquirer.

"Father, have you cut all four of your wisdom teeth?"

"Yes, son. I have purchased a used car, accepted a nomination, been chairman of a local reception committee, and married your mother."—Life.

"All this talk about prohibition is the bunk," declaimed an old laborer. "'Twas whiskey saved my life oncet."

"Snake bite?"

"Snake bite, nothin'. I was diggin' a well an' come up for a drink and while I was gettin' it th' well caved in."—American Legion Weekly.

"And what," asked the welfare worker, "did the French think when they found out the Americans were the greatest water-drinking race on earth?"

"I dunno, mum," answered the returned gob. "I don't think they found it out."—American Legion Weekly.

A Forgiving Spirit

Magistrate—Do you want a lawyer to defend you?

Prisoner—Not particularly, sir.

Magistrate—Well, what do you propose to do about the case?

Prisoner—Oh, I'm quite willing to drop it as far as I'm concerned.

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XXXIV, No. 27. SAN FRANCISCO, WEDNESDAY, MARCH 9, 1921. Whole No. 1743.

RAILROADS' METHODS EXPOSED

Senator La Follette Protests Against Looting of U. S. Treasury

Railroad Operators Show Avarice

In opposing the Winslow-Townsend Bill in the Senate, Senator La Follette of Wisconsin declared that the railroads of the country should be required to "repay to the Government the enormous debts which they have incurred under the bounty of Congress," instead of being permitted to collect several hundred millions of an additional gratuity from the Government, in such a manner that "they would leave the door of the treasury ajar so that they may come back year after year, pyramiding new claims upon the old, adding fresh items of loss, unearthing new indemnities, and gradually swelling the total amount of Congress' generous gift of public money in taxes from the people until that gift, instead of being $631,000,000, will reach a billion and still not discharge the claim."

Senator La Follette presented figures to show that the railroads are now indebted to the Government to the sum of $1,292,000,000, and said that it was doubtful if they could ever discharge the debt.

"The question raised by the Winslow-Townsend bill is: Shall we present the railroads with a gift from the public treasury before the gift promised is due, under circumstances which will enable the railroads vastly to increase the magnitude of the gift, and while the railroads are under investigation for alleged violation of the contract under which the gift was made.

"Secretary Houston denies that the private claims pending against the railroads are a substantial factor in preventing the railroads from presenting a final claim for payment in full. Secretary Houston adds the significant comment, that 'the Transportation Act in its present form is unusual in omitting such a provision of limitation.'

"If such a limitation is not set, and if Congress passes a measure like the Winslow-Townsend bill, authorizing partial payments, Secretary Houston truthfully declares that it 'would render it impossible for the Interstate Commerce Commission ever to make a certificate which would be final.'

"There you have the reason why the railroads are unwilling to present final claims for settlement of the guaranty at this time. The powerful interests which own the railroads see in these claims an opportunity to drain the public treasury for years to come. Having already exacted $260,000,000 of the $631,500,000 gift voted to them by Congress, they are unwilling to accept payment in full of the balance of $370,000,000. They seek now to collect several hundred millions of this money, but they would leave the door of the treasury ajar so that they may come back year after year, pyramiding new claims upon the old, adding fresh items of loss, unearthing new indemnities, and gradually swelling the total amount of Congress' generous gift of public money collected in taxes from the people until that gift, instead of being $631,000,000, will reach a billion and still not discharge the claim.

Loot Used Against Unions

"Mr. President, I opposed the guaranty in Section 209 when it was proposed in this body. I believe then, as I believe now, that it was a policy which could only result in the unjust enrichment of the interests which exploit the transportation facilities of the country for excess profits. It was contended that the guaranty would enable the railroads to give the public improved service. It had no such effect in practice. **This guaranty proved an invitation to fraud and extravagance. It encouraged the railroad owners to commence a ruinous policy of smashing the labor organizations of their employes.**

"The least Congress can do, as the trustee of the people's money, is to stand upon the contract which was made by the enactment of the Transportation Act of 1920. The courageous policy would be to repeal the law by which this gift was made. There is no question of the power of Congress to repeal the guaranty, because it was not compensation for any services rendered, but a pure gift, in reliance upon which the railroads did nothing they would not have been bound to do without the guaranty.

Roads Are Debtors to U. S.

"The Government owes the railroads no debt. It promised a gratuity upon certain conditions. The railroads have not complied with the conditions. Until they do so the railroads are without the shadow of a claim.

"The railroads are at this hour indebted to the Government in so many millions of dollars that it is doubtful if they can ever discharge the debt.

"Under Section 210 of the Transportation Act a revolving fund of $300,000,000 was appropriated from the Treasury to be loaned to the railroads. The Bureau of Finance, of the Interstate Commerce Commission, informs me that 'there has been certified to the Secretary of the Treasury for payment,' under Section 210 of the Act, the sum of $192,483,487.

"'During the twenty-six months of Government operation the Government made additions in the way of improvements and betterments, construction on roadway, etc., to the amount of $750,000,000. This money was paid out of the Government Treasury for these purposes, and when the roads were turned back to their private owners on March 1 they went back with these permanent improvements added to them.

"In 1918, while the roads were under Government control, the Director-General made contracts for 100,000 freight cars and 2,000 engines. A total of $400,000,000 was paid out of the public treasury for this equipment. Several payments have been made on this account, reducing the amount due for new freight cars and engines to about $350,000,000.

"The railroads have filed enormous claims with the Railroad Administration for alleged damage done their property during the period of Government control. They will not pay one penny of the $750,000,000 due for improvements and betterments if they can help it. If they can devise some means to avoid payments for the $350,000,000 owing for allocated equipment purchased by the Government, they can be depended upon to escape that debt.

"The $300,000,000 revolving fund which was intended to afford ample credit to the roads for a period of two years has already, before the end of the first year, been nearly two-thirds exhausted. The total amount now owing to the Government from the roads may be listed as follows:

"1. Improvements and betterments during the period of Federal control	$ 750,000,000
"2. 100,000 freight cars, 2,000 engines, etc., purchased during Federal control	350,000,000
"3. Money borrowed from the revolving fund since March 1, 1920	192,000,000
	$1,292,000,000

Predatory Practices Revealed

"Before considering other evidence of the wasteful and unlawful practices of the railroad owners since the roads were surrendered to private control, I wish to introduce into the record five tables of figures prepared by the Interstate Commerce Commission on monthly reports rendered by Class 1 railroads which constitute 97 per cent of the railroad mileage of the country.

"These statistics tell their own story. Table No. 1, setting forth the railway operating revenues, shows that since the rate increase which became effective August 26, 1920, in spite of a falling off in passenger and freight traffic on account of the prohibitive rates, the railroads have averaged an enormous monthly revenue of $600,000,000. This means an annual transportation bill for the people of this country of more than $7,200,000,000. When the roads were under private control in 1917 the yearly revenues were only $4,000,000,000. During 1918 and 1919, the two years of Government operation, they averaged only $5,000,000,000. The railroads are thus realizing an annual revenue at the present time which exceeds the revenues enjoyed during each of the two years of Government control, by more than $2,000,000,000, and yet the railroad owners complain that they are unable to operate the roads at a profit.

"Table No. 2, embracing railway operating expenses, shows that since the roads went back to private operation the operating expenses have jumped until they are now nearly $100,000,000 a month in excess of the highest monthly expense under Government operation.

Public Funds Squandered

"For the first time in American history unearned profits were guaranteed out of the public funds to private corporations; this gift was justified on the claim that deficits under private operation would fall far short of deficits which were being incurred under Government operation. And the senators who made that claim pointed to Section 422 of the law as a protection to the taxpayers of this country because it conditioned the Government's bounty upon 'honest, efficient and economical management and reasonable expenditures.'

"**How did the railroads respond to this show of confidence on the part of Congress? No**

205.18
33

sooner were the transportation facilities of the country back in their hands than they began the letting of contracts to supply companies at unprecedented figures. The railroad shops which had recently been organized and employed union labor proceeded to discharge men, reduce output and were in many cases closed down. At enormous increase in operating expenses, fat repair contracts were given to 'outside' companies employing non-union men. In many instances, the boards of directors of these 'outside' supply companies were controlled by the same men who were directors of the railroad companies. New companies were organized in which the same interlocking control existed, and so lucrative did this 'farming out' of repairs become that the stocks of the corporations supplying repairs to the railroads maintained a higher level in Wall street than the securities of any other class of manufacturing concerns.

"This practice served a double purpose. It enriched the great interests which control the railroads, and in addition it threatened the existence of union labor. Under Section 209 of the Transportation Act these sinister purposes could be served at public expense, because no matter how high their operating expenses, no matter how poor and inefficient the service, the railroads had been guaranteed profits of $75,000,000 a month from the public treasury.

"The inevitable result of this guaranty which put a premium upon inefficient service soon followed. The railroads not only failed to make the profit of $75,000,000 a month, but they fell short of making expenses. Although in granting this guaranty it had been urged among other reasons that the railroads would cost the Government less under private operation than under Government operation, it was found on September 1, 1920, that the deficit for six months aggregated an amount estimated at the astounding figures of $631,500,000. **Think of it! In six months the private owners of the railroads piled up a deficit 85 per cent as large as the deficit of $715,500,000 incurred by the Government during twenty-six months of Federal control.** The monthly deficits under Government operation had averaged under the exacting conditions of a great war less than $30,000,000 a month. Under private operation in a time of peace the deficits were in excess of $105,000,000."

ORGANIZED LABOR PROCRASTINATES

The nervousness of organized labor over renewal of immigration is probably well grounded. With unemployment on the increase, and an industrial depression in view that may last several years, an increase in the supply of labor must have a disastrous effect on wages. But has organized labor done all that it could or should to ward off unemployment and an industrial depression? Has it left undone certain things which, if done, would have made the coming of immigrants an advantage to all? If so, why not pay some attention to this neglected duty?

Why should there be unemployment when individuals able and willing to work are in need of things that labor can produce? Why should there be involuntary idleness when labor applied to the natural resources of the United States alone could produce enough to supply the wants of the world? Why should immigration from foreign lands create or add to pressure for employment when by far the greater part of the nation's natural resources are unused? In view of these facts why should unemployment now, or why should there have been a high cost of living—which is still with us—due to shortage of production?

Of course the obvious answer to these questions is that, although the natural resources of the United States are ample to supply the wants of the world and furnish luxuries besides, they are held as private property and can be used only on the owners' terms. Because these terms have been becoming more and more onerous, because entry for effort has become so high that it does not pay to build on them, because rents of improved lands have mounted so that it does not pay to do business on them, because coal and other mineral lands cost so much—when they can be bought at all—that they cannot be worked profitably, and because farm lands have boomed so that a farmer who pays the prices asked must work at a loss, the greater part of the land of the country which some one wants to use is being withheld. In addition production and trade are further discouraged and impeded by a tax system that imposes heavy burdens on industry and bears lightly on the privilege of holding valuable land. It is consequently no wonder that a high cost of living prevails, that in spite of a shortage in necessities men are involuntarily unemployed and, with a population of only 33 to the square mile, we seem so crowded and so lacking in opportunities for work that the coming or prospective coming of a few more millions makes organized labor shiver.

Under these circumstances there are two courses open to labor. One is to demand that the power of landlords to hold valuable land out of use be taken from them. While this may be done in more ways than one, the most convenient would be to take for public use the entire rental value of all lands, exclusive of improvements, and abolish all taxes on labor and its products. The other course is to demand stoppage of immigration which, though it will not put an end to existing unemployment, must prevent to some extent its intensification. The first course is by far the fairer and more effective. But to put it in effect powerful opposition must be overcome, the opposition of every predatory interest, together with the opposition of ignorant, misguided or deluded laborers. For this reason, perhaps, organized labor has chosen the easier way. It is leaving the predatory interests alone and attacking immigration. This course suits the interests perfectly. So long as they can control opportunities they can manage during normal times to make the number of jobs a little less than the number of men and keep wages down to the bare living point. So they are glad that labor is not attacking their legalized right to hold opportunities out of use. It suits them that the poor immigrant is attacked instead. But why would it not be far better for organized labor to concentrate its efforts on its real enemy?

SAMUEL DANZIGER.

HEALTH AND THE SUBMERGED

According to a bulletin released by the United States Public Health Service, a recent survey conducted in the State of Oregon revealed that more than 75,000 men, women and children, out of a total population of 783,000, are dependents, delinquents, or feeble minded. They are unable either to work or fight and are a constant drain on the finances, health and morality of the State.

In addition, more than 500 school children out of a total school enrolled population of 32,000 were found to be more or less mentally deficient. This fact is of much significance when it is remembered that the condition of the children of today is the best possible index to the condition of the community of tomorrow and indeed to the future of the race.

The figures yielded by the Oregon survey are considerably lower than the average shown by the draft examination, a fact that indicates, in the opinion of the U. S. Public Health Service officers, that they are certainly not higher than those that would be obtained by similar surveys in other States. It is considered greatly to Oregon's credit that it has been one of the first States to realize the importance of the problem and to take effective steps toward ascertaining the exact facts concerning it.

The survey was authorized by the Oregon Legislature and was carried out by the University of Oregon in collaboration with Dr. C. L. Carlisle of the U. S. Public Health Service.

"The making of the survey," said Surgeon-General H. S. Cumming, "was not an easy task, for in Oregon, as in many other States, comparatively few of the types involved are being cared for in institutions. The rest are widely scattered and were practically unknown, for most of them are quiet and do not attract attention as do the insane and criminal. It was therefore necessary to build an organization to find them and report on them.

"The prevention and correction of mental defectiveness is one of the great public health problems of today. It enters into many phases of our work and its influence continually crops out unexpectedly. For instance, recent studies made in connection with the spread of venereal diseases have shown that feeble mindedness is an important factor in prostitution. Again, work of the U. S. Public Health Service in connection with juvenile courts shows that a marked proportion of juvenile delinquency is traceable to some degree of mental deficiency in the offender.

"For years public health officials have concerned themselves only with the disorders of physical health; but now they are realizing the significance of mental health also. The work in Oregon constituted that first state-wide survey which even begins to disclose the enormous drain on a State caused by mental defects.

"One of the objects of the work was to obtain for the people of Oregon an idea of the problem that confronted them and of the heavy annual loss, both economic and industrial, that it entailed. Another was to enable the Legislature to devise a program that would stop much of the loss, restore health, and bring to lives of industrial usefulness many of those now down and out, and, above all, to save hundreds of children from growing up to lives of misery."

EUROPEAN AIR LINE

The Rumanian Government approved a 20-year concession granted to the Franco-Rumanian Aerial Navigation Co. of Paris for the international transportation over Rumanian territory of passengers and merchandise in connection with the Paris-Strassburg - Prague - Vienna-Budapest - Belgrade-Bucharest-Constantinople air route.

The Rumanian Government reserves the right to operate on national air routes and on international routes to the city of Belgrade and the nearest Bulgarian air ports.

Weekly News Letter

Contributed by the American Federation of Labor

Injunctions Restore Feudalism

"The revival of the unrestrained use of the injunction imperils the stability of our economic structure," declared the recent trade union conference in Washington, D. C. The only remedy, in the face of usurped power, is for labor to ignore these unconstitutional writs, said the representatives of organized labor.

"For six years the Clayton act, accepted on all sides as the established law of the land, to an appreciable degree checked the abuse of the writ of injunction. A majority of the justices of the Supreme Court have swept away this strong barrier against a feudalistic legal concept, and labor finds iself again at the mercy of an unlimited use of judge-made law. The injunction as it is now used and abused in labor disputes is without sanction either in the Constitution or in the fundamental law of the land. It is a pure usurpation of power and authority. The only possible and practical remedy in the face of a power so usurped, and so completely unjustified, lies in a flat refusal on the part of labor to recognize or abide by the terms of injunctions which seek to prohibit the doing of acts which the workers have a lawful and guaranteed right to do, or which seek to compel workers to do those things which they have a lawful and guaranteed right not to do.

"This is the only course through which labor can find relief and this course it purposes to pursue. Labor realizes fully the consequences of such a course, but in the defense of American freedom and of American institutions, it is compelled to adopt this course, be the consequences what they may.

"The workers maintain that the Constitution of the United States is a living document, its provisions and guarantees as applicable today as when they were adopted. The workers maintain that in their every day life and work rights which the Constitution declares to be inalienable should in practice, as well as in theory, be inalienable.

"Among these rights is the right to liberty—freedom from involuntary servitude or compulsory labor, except as punishment for crime. This guarantee of the thirteenth amendment lives, and the workers are determined that it shall not be denied them.

"Nor shall this guarantee of their freedom be so distorted as to compel a group slavery in modern industry as reprehensible as was the individual, chattel slavery of old. Slavery, compulsory labor, the tying of men to their jobs, will be no more tolerated now than was chattel slavery then. It has no more right to exist and is just as repugnant under our democratic form of government as it would be under a government of monarchial, bureaucratic, or under any other form of government."

Aids to Bolshevism

The cunning of Bolshevists is harmless in this country when compared with the profiteering tactics of the steel trust, declared Comptroller of the Currency Williams in a letter to Judge Gary of the United States Steel Corporation, who is criticized for holding steel prices to the level fixed soon after the signing of the armistice.

The Federal official calls on the trust to reduce prices, which is possible without affecting wages or dividends. He says that the official figures of the trust show that in 1918 it charged on an average $30 more than was necessary to pay dividends on steel stocks for every ton of its products. Earnings were so large that during that year it could double all wages paid to its 268,710 employes and officers and have a surplus of nearly $10,000,000.

"All the diabolic cunning and striving of the Bolshevists of Russia," said Mr. Williams, "can do comparatively little harm here, little toward creating revolutionary and destructive impulse, compared with the effects of insistence by a great corporation in our midst such as yours, supposed to represent not only capital, but character and brains, on using the power given it by circumstances and the law to exact that last hair's weight of its pound of flesh.

"No insidious, sneaking propaganda of high or low brow apostles of ruin could put in the popular mind so much poison as refusal by such a corporation to do its part toward solving a great and difficult problem, reviving industry and business activities and promoting prosperity and the peace and happiness of humanity.

"I realize your desire as an executive to do the best possible for your stockholders. I contend, however, that profits for them, such as you gathered in during the war years, were not 'reasonable,' and in the present condition of the country that your prices are excessive and unjustifiable."

"Bill" Wilson Honored

As the first Secretary of Labor, William B. Wilson made his last address before organized labor at a reception given in his honor by the Central Labor Union on the eve of his retirement from office. President Gompers, Secretary Morrison and other members of the A. F. of L. executive council, together with other trade union executives joined in praising the trade unionist's administration of an office that is so entwined in the life of the American people, and especially the wage earners.

In replying to the kindly sentiments, the guest stated that for several years there has been a campaign waged to destroy the Department of Labor, carried on under the guise of attempts to establish a Department of Welfare. He said that the advocates of this plan did not dare openly attack the Department of Labor but hoped to cut it to pieces by transferring bureaus now under its jurisdiction to the new department. He said the women's bureau, the children's bureau and other branches of the department have been included in the tentative draft of the new scheme, which would leave the

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions. Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

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Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road. Durban, Natal.

World's Workers

Trade Commissioner A. W. Ferrin, at Melbourne, Australia, reports that the New Castle Steelworks of the Broken Hill Proprietary Co. (Ltd.), which employs about 5000 men, has been closed on account of the strikes at the mines of this company.

Despatches from Buenas Ayres, under date of March 3, state that a general strike is in effect in the Province of Cordova, as a protest against certain governmental measures. The situation is admitted to be serious ,with prospects of further trouble.

The executive committee of the Swedish Socialist party has begun an agitation for the release of Eugene V. Debs and "the other imprisoned pacifists" in America. The committee is urging the International Socialist Bureau to start an international campaign in aid of this movement.

A cablegram from Consul General R. P. Skinner at London, dated February 16, 1921, states that shipping conditions in the United Kingdom are unchanged and that unemployment is increasing among seamen, shipbuilders and dock laborers. The port of Hull alone reports 2000 seamen, 1500 shipbuilders and 3000 dock laborers unemployed.

The international labor office at Geneva has reported a movement among the metal workers in France for a larger voice in settling hours, wages and working conditions, and one of the leading demands is "during a period of unemployment the management should agree to measures to alleviate distress by means of rosters, shortening hours of labor, etc."

The railroad strike situation between Monterey and San Luis Potosi, is described as serious. Bridges have been burned and tracks destroyed. Mexican Federal troops guarding trains have had several clashes with the strikers. Severe repressive measures are to be taken by the government due to the fact that political influences are regarded as being responsible for the outbreaks.

At Toronto, Ontario, an attempt to cut wages of building craftsmen by starting on the painters ended in disaster—for the contractors. The move was started on one large job and when the painters objected the Master Painters' Association declared a general lockout and their adoption of the non-union shop. The other building trades swung in behind the victimized painters and all hands quit. The employers quit in less than 48 hours.

Secretary of Agriculture Villareal of Mexico state that his department will spend about two millions annually in the United States for machinery and [illegible] employing union labor. It will be spent for oil drilling [illegible] and agricultural machinery. The new government of Mexico [illegible] General Obregon [illegible] entered into an agreement with the International Association of Machinists, having earned his living as a machinist for many years in the United States.

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Pacific Coast Marine

Publication of a new chart of the Umpqua river entrance and river as far as Reedsport is announced by the Coast and Geodetic Survey.

Sailing from Rotterdam next month, the motorship "Lochatrine" will be the first of the 16,000-ton twin screw motorships to enter the Pacific Coast service of the Holland-America Line and the Royal Mail Steam Packet Company. The motorships are equipped with large refrigerator space for the carrying of California fruits.

A fire of unknown origin did considerable damage to the hemp cargo aboard the Japanese liner Korea Maru at her dock in Hongkong, according to cables received at San Francisco. After considerable effort on the part of her crew, the fire, which was confined to the hemp cargo, was extinguished. The vessel was undamaged from the fire, though the hemp cargo suffered. The Korea Maru was loading for her voyage back to San Francisco. She had no passengers aboard at the time of the fire.

A concrete argument in favor of internal combustion engines in place of steam for the propulsion of large ocean carriers has been revealed in New York in connection with the visit of Axel Johnson, president of the Johnson Line of Sweden on the new motorship Buenos Ayres. "Why don't Americans adopt the motorship?" Johnson asks, reviving the old question which figured so conspicuously in the affairs of the United States Shipping Board during the early days of the war.

Interesting figures on the possibilities of the Panama Canal have been given to the San Francisco Chamber of Commerce in response to an inquiry to Jay J. Morrow, acting governor of the Canal Zone. The canal has a theoretical maximum capacity of 16,550 ships, Governor Morrow advised. The average cargo handled through the canal is 3825 tons, including vessels in ballast, so that it is possible to handle 63,303,750 tons of cargo per annum with the present average load. The average size of the vessels passing through the canal is 3300 tons net, Panama Canal registry, or about 2700 tons net, registry measurement.

San Francisco offices of the Cunard Steamship Company have received advices from their New York offices stating that the liner Imperator, which was taken by Great Britain under the terms of the peace treaty, has been turned over to the company. Heretofore the vessel had been operated by the Cunard Line for the British. The Imperator is the largest vessel flying the British flag and is at present the largest steamship in the world in active service. She is of 52,000 gross tons, with a length of 919 feet, beam 98 feet and depth of 63 feet. The first class accommodations include 141 private baths, passenger elevators and other conveniences.

Owing to drop in ocean rates, one of the principal worries of shipping men is to get the vessels into port before their charter cancelling dates. Several steamers have been compelled to race against time, and the barkentine Russell Haviside had a narrow escape. The Russell Haviside, owned by the Pacific Freighters Company of San Francisco, arrived at Newcastle from Cape Town February 27 after a fifty-two day passage, according to a cable yesterday. The barkentine's cancellation date was February 28, so that she had only one day to spare. She was taken at 110 shilling to carry coal to the west coast of South America, and the going rate is now only 40 shillings.

Information has been received by Commander Wm. Glassford of the hydrographic office, San Francisco, that a large number of floating trees have been sighted by shipmasters running coastwise between Cape Blanco and Point Reyes. The trees were washed down from the rivers of Oregon and Washington and their presence along the coast are a menace to navigation. Capt. R. A. Wilson, master of the steamer Santa Inez, reported to Commander Glassford that on March 3 at 11 a. m. when in latitude 39 28 15 north, longitude 124 3 30 west, he passed two large trees, one of them about sixty feet long.

Conferences on wage adjustments between the Shipping Board and the representatives of the various unions have been postponed for two weeks, according to Harold H. Ebey, district director of operations. The agreement between the board and the unions terminated with the expiration of the usual thirty days' notice. The policy of the new board will be announced with the selection of the members by President Harding. The request for a conference was sent more than a week ago by the Marine Engineers' Beneficial Association and other organizations which have had agreements with the board. Director Ebey stated that it would be useless to discuss the question of any new agreement on wages or working conditions until after the change in administration at Washington.

The "Adolph Vinnen" has arrived at San Francisco in tow of the tug "Sea Lion" of the Red Stack Company after an uneventful journey from the port of Santa Rosalia in Lower California, where she was a part of the fleet of German barks which were interned during the war. She was bought by the Robert Dollar Company and is to be commissioned for service in world trade. The "Adolph Vinnen" is about 5000 tons dead weight and is one of the largest sailing vessels afloat. The Dollar Company bought her from the English, to whom she was allotted by the peace conference at a ridiculously low rate.

Another sailing vessel due at this port from across the Pacific is exceedingly long in making her passage. It was recorded that the "Monongahela," now out nearly 100 days from Manila, should have arrived some two weeks ago at least. Aboard the craft are over twenty cadet seamen under training of the Sea Service Bureau of the U. S. Shipping Board. The vessel has cargo for the Pacific Steamship Company. She departed Manila December 3 with 2,200 tons of copra. The other vessels overdue are the schooner "Harvester," now out 121 days from the Tonga Islands, in the South Seas, and the schooner "Philippine," out 99 days from the Fiji Islands. The "Harvester" departed the islands November 4 and the "Philippine" sailed from the Fiji group November 26.

On a trial run on March 2 the liner Wenatchee, one of five 535 type steamers allocated to the Admiral Line for their passenger service out of Puget Sound in the trans-Pacific trade to Vladivostok and Oriental ports by the United States Shipping Board, made an average of 18.75 knots for six hours. The highest speed attained during the trial spin was 20.2 knots. The following day the Wenatchee was delivered to the Admiral Line and is now at New York. On March 12 the vessel will sail for San Francisco via ports with about 200 passengers, who are making the trip through to the Pacific Coast, going as far as Seattle, the terminus of the vessel's call. Delivery of the Wenatchee marked the first of the five vessels completed for the Admiral Line and the third of twelve of this type awarded to Pacific Coast passenger lines to be delivered.

The Buenos Ayres, on her maiden trip to San Francisco, loaded 1500 tons of oil in her fuel tanks before proceeding to New York. She arrived there, according to a dispatch from the East, with 1250 tons remaining. It is estimated that 300 tons will be required for the remainder of the voyage to Copenhagen, and, allowing a generous amount for emergencies, she should then have not less than 800 tons unconsumed. This oil, which cost $20 at San Francisco, is worth $43 in Sweden, according to Johnson. Thus the sale of the remainder would more than pay the oil bill for the entire voyage. If unsold, it would carry the vessel back to San Francisco with considerable to spare, and the total fuel bill for the round trip would be less than $30,000.

While there is little enough, as a matter of fact, which can be pointed out as specific proof of improvement, there is, nevertheless, growing and more confirmed opinion among shipping men that business is improving a little. There is less talk of a continued decline. The charter market is absolutely quiet on this coast as far as the closing of charters goes. None has been announced for the last ten days. On the other hand, brokers say that inquiries are becoming more numerous. There is no strength, however, to the offerings. Nothing is doing in grain, and lumber seems to be unable to regain its feet. Freight from the Orient is picking up a little, although the outbound vessels are light. Trade with Oceania is being bolstered up for the present by heavy wool shipments. Lumber continues to move in great quantities to the east coast, and canned goods are fairly active. Hawaiian trade has again resumed its annual prosperity.

The shipping world, more than any one other industry perhaps, is waiting with tense eagerness for the pronouncements of new policies by the incoming Federal administration, particularly with reference to the disposition of the United States Shipping Board. The intercoastal trade is probably the most vitally interested. That the new administration will soon call a halt to the vast losses of the Shipping Board is freely predicted by San Francisco shipping men. Although the board's reports do not reach such a startling total, many San Francisco men declare they have positive information that the losses are not less than $1,500,000 a day, including interest. One shipping man went so far as to predict that the new administration would immediately withdraw from operation all Shipping Board freighters except those which could be sold at market prices or chartered under the bare boat plan. This, he said, would be an admission that hundreds of millions had been lost in the building program for the war emergency, which admission, he asserted, must be made sooner or later.

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To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, MARCH 9, 1921.

WOODROW WILSON

An Appreciation of the Man

Unrelenting the tide of time rolls on. March the Fourth, 1921, has been heralded and passed away, a momentous day in the history of our country. By an unusual vote of the people, the complexion of our National Administration has been materially changed. The political party which has held the reins of government for the past eight years has been swept aside, and another takes its place. Our citizens now await the accomplishments of those whom they have chosen as their representatives and administrators; some with solicitude, many with hope, and others with circumspection. The new helmsman, President Harding, has been received with acclaim, and that quality of favor with which only the people of a democracy are capable; he starts the ship of state on a voyage with the full support of his Party, and the heartiest wishes of his people.

But what of the pilot who has just been relieved, Woodrow Wilson, the retiring President? With his cabinet and counsellors he withdraws to the seclusion of private citizenship. For five cruel and strenuous years he has steered our craft through the most treacherous and tumultuous period of the world's history; he has borne overwhelming burdens with the fortitude and confidence engendered with noble ideals. As the mantle of authority is relinquished, wearisome and oppressive tasks cease to crush his illustrious spirit.

The solution of such abstruse problems as the disturbed times have laid upon him required more than the power or intelligence of ordinary mortals to confront. With all the most bitter and brutal passions of men and nations inflamed, only an infinite power could meet the situation without arousing hatred or animosity. Mortal man being endowed with only finite qualities, some mistakes were predestinated.

We have cause to believe that where the struggle between principles of humanity or policy were intense, with Woodrow Wilson the former would be supreme. As to statesmanship and the greatness of the man, judgment of Wilson must be left to future historians.

Some of his qualities and actions, however, we are impelled to consider and review at this time. As Americans it would be unfair and unworthy of us to place the onus of the transgressions or omissions of the departed Administration upon the shoulders of Woodrow Wilson. Those advisers and counsellors, upon whom circumstances compelled him to rely for a certain measure of direction and information, must be the more responsible parties where the requirements of humanity failed to be conserved; because the principal attributes of Wilson were humane and his lofty ideals precluded the element of smallness.

As seamen we appreciate the most excellent worth of our retiring President to its fullest extent. We realize that no small degree of courage was required to support and to sign the seamen's "bill of rights" as embodied in the La Follette Act. We also know by that act, Woodrow Wilson invited and received all the hate and aggression that the forces of greed and despotism were capable of mustering; herein was revealed to what extent the heart of Wilson ruled stronger than his judgment.

The element of ingratitude which is inherent in man can be calculated to observe and at times magnify faults, while all the virtues of an individual are overlooked. Under such manner of appraisement does Woodrow Wilson appear to stand to-day before a certain percentage of thoughtless Americans.

To the seamen his excellent characteristics can never be forgotten. When we cried aloud to the world for redress of our grievances, and sought freedom from our bondage, Woodrow Wilson gave us ear, and tendered us succor, unafraid of the consequences he knew would inevitably follow his kindly and humane act.

Presidents have gone before; many Presidents will come and go again, each leaving an impression upon the sands of time, with memories of good or evil accomplishments. To those that go down to the sea in ships, one will always stand out before all others, loved and reverenced. The man who dared to loosen the shackles from the hands of seamen, in face of the most powerful and determined opposition of commercialism, will always be remembered with love and esteem. When the memory of other American Presidents shall have passed to oblivion, that of Wilson will still live; because it will be carried by seamen, with gratitude and respect to all corners of the earth.

Notwithstanding present day criticism, we believe that historians of the future will regard Woodrow Wilson as one of the greatest of American Presidents.

CHECK THEIR GAME

The rapacious practices of the railroad corporations, as elucidated by Senator La Follette in argument against the Winslow-Townsend bill, furnish considerable food for thought. In the light of methods pursued by the management of the roads during the war, and while under government control, it is not surprising that they should assume a desire to have the door of the U. S. Treasury swing at their particular pleasure, now that they are again in full control of our transportation system. The shameless effrontery of certain railroad managers has not been equaled by any other class of predatory profiteer.

During the war, when the nation was in need, the average citizen responded to the call without question. Men left their homes, gave up their careers or prospects thereof, sold their businesses, gave their lives, and in other ways made sacrifices in the interest of the country.

The railroads, however, assumed an antagonistic and defiant attitude towards those who were endeavoring to make the wheels of war activities run smooth.

As a matter of fact, the federal government was more than once openly defied, by one or other arrogant heads of large public corporations.

It was several months after the government took over management of the roads in 1918 before the slightest evidence of efficiency was visible in the administration departments, notwithstanding the fact that the personnel was but slightly altered. The pay granted by the commission award was withheld from the railroad workers until threat of a strike forced payment. From the manner in which the whole service was demoralized, for some time there appeared to be evidences of a deliberate plan to sabotage government ownership of the railroads, and to make the necessary experiment of such costly nature as to preclude future efforts along those lines.

At no time have the managements of the roads showed a tendency to submit to even the slightest regulation or control by national government. Orders and requests of such boards and commissions, vested with authority to issue the same, have been ignored at every opportunity and the authorities defied.

This has been especially true where the government has endeavored to bring about harmony in the relations between the railroad corporations and their employes.

The operators have always assumed the attitude that the employe must accept such conditions as the corporation may direct, and that it is none of the government's business. Only very recently the National Association of Railway Executives abolished its labor committee and decided to keep clear of national boards of adjustment. When a combination of capital attains a position which permits of disregard for public opinion and open defiance of government, it is time for its influence and activities to be curbed.

A continuous and insidious propaganda has been maintained by the commercialized press discrediting the efforts of railroad employes to secure a living wage through their organizations. The suggestions intimate that an organization of railroad workers efficient enough to enforce their demands would constitute a menace to the welfare of the nation. After careful preparation the open shop devotees are engaged in an effort to destroy the labor unions.

They care not by what methods the necessary funds for such a campaign are obtained, it serves their purpose just as

well if obtained through legislative, or other devious ways from the U. S. Treasury direct. The work given to "outside" companies with interlocking control may cost the government more and the roads less, but it is the people's money and it is needed to destroy the Unions. Whoever suggested that the National Railroad Executives were permitted to wield too great a power for the welfare of this country?

SIXTH OF MARCH

Last Sunday the Sailors' Union of the Pacific passed its thirty-sixth birthday, and is still going strong; in fact, we are only just beginning to grow.

When the organizers of the Union met at San Francisco on the old Folsom street dock in the evening of March 6, 1885, they set several weighty tasks for themselves and those who followed them. The efforts of these pioneers has led to the construction of organizations of Seamen in the Pacific, Atlantic and Great Lake districts, which in turn have affiliated into the International Seamen's Union of America.

By sustained and united effort the conditions aboardship and status ashore of seamen in all branches have been materially improved. Our right to the freedom guaranteed by the Constitution to all citizens alike is no longer denied us. However, we still have some heavy tasks to perform before we attain the purposes for which we are organized.

We must continue to strive and struggle as we leave the years behind like mileposts on a journey. The prospects in the immediate future may appear uncertain to a few, but there is no obstacle that cannot be overcome when the right amount of courage and determination is exerted. Seamen in the past have faced difficulties under the most distressing circumstances, but the obstruction has always been left behind with the flight of time. The spirit of men is as strong today as in 1885; we are enjoying better conditions, and our situation is more favorable, especially as pertaining to the Pacific Coast. Therefore, we can face the future with confidence, look to the sheets and braces and stand up to the course, no matter what the weather. The seamen must continue to progress, so our efforts towards the goal must never cease.

The number of trade disputes in Great Britain causing stoppages of work, reported to have begun in 1920, was 1715, "the highest total recorded for any year," the official Labor Gazette states. The total number of workpeople involved in these disputes (including those thrown out of work at the establishments where the disputes occurred) was about 1,930,000, and a further 90,000 were involved in disputes in progress in 1920 which began in 1919. The aggregate loss of working days in all disputes in 1920 was about 27,000,000. "These totals are smaller than those for 1919," the Gazette explains, "but the number of workpeople involved is greater than that for any year prior to 1919, and the aggregate loss of working time shown is greater than in any year except 1912 and 1919."

Always demand the Union Label!

THE ANGEL OF DISCONTENT

When the world was formed and the morning stars,
Upon their paths were sent,
The loftiest-browed of the angels was named
The Angel of Discontent.

And he dwelt with man in caves of the hills,
Where the crested serpent stings,
And the tiger tears and the she-wolf howls,
And he told of better things.

And he led men forth to the towered town,
And forth to the fields of corn;
And he told of the ampler work ahead
For which his race was born.

And he whispers to men of those hills he sees
In the blush of the golden west;
And they look to the light of his lifted eye
And they hate the name of rest.

In the light of that eye doth the slave behold
A hope that is high and brave,
And the madness of war comes into his blood,
For he knows himself a slave.

The serfs of wrong in the light of that eye
March on with victorious songs;
For the strength of the right comes into their hearts
When they behold their wrongs.

'Tis by the light of that lifted eye
That error's mists are rent—
A guide to the table-land of Truth
Is the Angel of Discontent.

And still he looks with his lifted eye,
And his glance is far away,
On a light that shines on the glimmering hills
Of a diviner day.

SAM WALTER FOSS.

The foregoing ardent poetical expression appeared some years ago in a copy of the American Federationist. The emotions of the poet will naturally find echo in the breasts of seafarers. It is the very spirit of life to the adventurer, and others who suffer and chafe under the restrictions enforced by industrial and commercial conditions of this period.

SHACKELTON TO TRY AGAIN

Reports from Christiania.—Sir Ernest Shackelton, the Antarctic explorer, will leave in May or June on a new polar expedition to the Arctic. He will take with him a dozen men, chiefly those who accompanied him on former expeditions, and contemplates being away for about two years.

The Norwegian whaling boat "Foca" has been purchased, and in all probability will first proceed to Hudson Bay, where 150 dogs will be procured. Thence the expedition will proceed by way of Baffins Bay, which will be reached, it is hoped, by the end of July, through Lancaster Sound, to Axel Heiberg's Land. From there Sir Ernest intends to explore the islands eastward to Parry Island, this being the main object of the expedition.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Mar. 7, 1921.
Regular weekly meeting came to order at 7 p. m., J. Vance Thompson presiding. Secretary reported shipping dull; members ashore plentiful.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.
This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary pro tem.

Vancouver, B. C., Feb. 28, 1921.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, Feb. 28, 1921.
Shipping dull.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, Feb. 28, 1921.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, Feb. 28, 1921.
Shipping very dull; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, Feb. 28, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, Feb. 28, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Feb. 21, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Mar. 3, 1921.
Shipping slow.
EUGENE BURKE, Secretary pro tem.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Feb. 24, 1921.
Shipping slow.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, Feb. 24, 1921.
Shipping dull.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, Feb. 24, 1921.
Shipping dull; no change in prospects.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Wilhelm Anderson, No. 991, a native of Finland, age 42. Died at sea, February 28, 1921.
Harry Bohley, No. 2499, a native of United States, age 30. Died at Yokohama, Japan, January, 1921.
Salvaturo Caputo, No. 2125, a native of Italy, age 21. Died at Antwerp, Belgium, December 28, 1920.

J. J. Tynan, general manager of the Bethlehem Shipbuilding Corporation, has arrived at San Francisco on the Golden State from San Pedro, and announces that his San Francisco Bay yard has been awarded the contract for repair work on the tanker Liebre. The Bethlehem bid was for $40,000 and thirteen days' work. The next nearest bid called for $54,000 and seventeen days' work. The Liebre, now in drydock at San Pedro, where she was surveyed, will be brought here immediately. She received her injuries when she hit the beach at Asuncion Island in Santa Barbara channel last Monday night.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

THE "SEQUOYA" "SETTLEMENT"

In previous issues of THE SEAMEN'S JOURNAL we have related the chief incidents of the unlawful procedure resorted to by the agents of the "British" steamship "Sequoya," owned by the Standard Oil Corporation, and officially decorated with the British flag, in securing Chinese crews under false pretenses, paying them illegal advances, and then paying them off with the jib downhaul at their own convenience, thereby concealing any fraudulent transactions, and saving their sterling.

James S. Alina, secretary of the Oriental Seafarers' Union in New York, has just informed us that in the case of the 33 Chinese seamen signed on the "Sequoya" on December 29th, and summarily discharged one month and one day afterward, without ever leaving port, the Standard Oil Corporation decided to settle with the crew, probably to avoid the publicity for backing illegal advance securities, in favor of one George Wong, a Chinese crimp at No. 48 Mott Street, New York.

The company admitted the unlawful transaction, but disclaimed the payment of any advance in this instance, as the ship had not yet sailed and the notes would not have become due until three days after she had left port.

In accordance with this arrangement the wages due the men for one month and one day's labor were paid them at the headquarters of the Oriental Union, 66 New Bowery.

Officials Show Negligence

From the amounts due the crew, 33 1/3 per cent. was deducted for counsel fees, which we regard as an altogether unnecessary expense on the men.

In our opinion, and according to our own experiences in handling cases of this kind, the United States District Attorney, and the United States Commissioner's office were fully qualified to handle the subject, or to send it up to the United States Court on a criminal prosecution for violating a Federal statute. The company would undoubtedly have climbed down to avoid the ill-fame and unsavory exposure which a criminal prosecution would have involved.

Moreover, we believe that with judicious urging the company would have been willing to pay the counsel fees, as an indirect form of compensation to the crew for unjustifiable discharge.

According to statements made by the Chinese crew, the company offered to return them to the service of the "Sequoya," if they would consent to being re-signed at the British rate of wages, 15 pound sterling per month.

Peculiar Charge Accounts

It was because they refused to break the American law that the crew of the "Sequoya" were discharged, and not because their services were not required. When we reflect that at the present rate of exchange the British currency is the below "parity," we must concede that in this one respect at least the crew of the "Sequoya" acted wisely and loyally.

In connection with the foregoing it will be interesting to read the following statement of account with the Chinese crimp signed by a member of the "Sequoya's" crew. Every one of them held a written statement of similar import:

"S/S 'Sequoya' Br., Standard Oil S/S Co.
"Chow Ah Kum, No. 2 Fireman:

Wages,	$95.00
Advance:	95.00
Commission fee:	13.50
One week boarding:	5.00
Received from Kow Low, boarding master,	76.50
	95.00

Hong Vik & Co.,
17 Pell St., New York City."

Judging from the foregoing, it is more than evident that the old blood money system is still in full vogue, and insidious operation among the antiquarian Joss worshipers of New York's darkest Chinatown.

"Tricks That Are Vain"

Comrade Alina informs us, that in consequence of these proceedings, George Wong, the King of Chinatown, inspired a gang of his trusty tongmen to fall afoul of several members of the "Sequoya's" late crew and beat them up.

Our only comment on this hard luck sequel is, that if they were beaten hard enough to infuse a little Melican sea-sense into their ossified craniums, they may come back some time with sufficient vim and advanced ideas of self-protection to put the redoubtable George Wong and his henchmen and partners in crime out of commission for good.

Eye Protection

Comrade Jacob Christiansen, a brother of Mr. Oscar Christiansen, Philadelphia agent of the Eastern and Gulf Sailors' Association, met with an intensely painful accident recently on board a Standard Oil steamer, under repairs at Robin's drydock, Brooklyn, which calls attention to a long-felt want among men employed in the Merchant Marine.

Comrade Christiansen was at work with a number of other seamen, chipping iron rust in the forepeak of a tanker, when a sliver of detached metal flew out and imbedded itself deeply into the ball of his right eye.

The injured man was sent to the company's physician at Broadway for treatment. But the doctor decided that it was a case for a specialist to deal with, and sent him forthwith to a licensed oculist for expert treatment. The sliver was successfully removed.

Fortunately the offending particle did not pierce the pupil of his eye and our comrade will not, therefore, lose his sight.

A miss may be as good as a mile, but in these days of steel hulks and constant chipping, every sailor or fireman in the service should be furnished with a pair of goggles to protect his eyesight. This provision should be made obligatory on all shipowners, and in cases where they fail or refuse to comply therewith, seamen should be granted the right to protect their own eyesight by refusing to chip.

Submarine S-48

The submarine S-48 launched at the yards of the Lake Torpedo Company, Bridgeport, Conn., on February 26, is acclaimed as the latest development in submarine construction for the United States Navy. The S-48 is 260 feet long.

The hull is constructed to withstand the pressure incident to submergence at a depth of 200 feet, and is especially designed for protection against depth bomb shock. The wireless apparatus is designed to operate with equal facility whether submerged or running on the surface.

The battery will consist of five 21-inch torpedo tubes and one 4-inch rifle.

Cause, Effect, and Remedy

According to reports from Washington, the Federal Reserve Board foresees a period of intense competition in world shipping from a recent survey of foreign and domestic transportation conditions. This situation is attributed, according to the report, to overproduction in shipbuilding the world over, thus creating an excess of available tonnage over and above the actual commercial requirements of the world. Reports are coming from abroad of cancellation of shipbuilding contracts on a large scale in foreign countries.

"This would indicate," the board says, "that for the time being the peak of shipbuilding in foreign countries, as well as in the United States has been passed."

In conclusion, the board views with grave concern the extraordinary efforts being made by foreign nations to secure a more definite and larger share of the carrying trade for themselves, and the sweeping rate cuts in ocean carried freights resulting.

The cause of the present shipping crisis is world-wide industrial and political confusion; the result of which is commercial stagnation.

The remedy, insofar as American commerce is concerned, is patience during the season of panic and a strict enforcement of the La Follette law and the Jones Merchant Marine Act, both before and after it is over.

When stable political and industrial conditions have been re-established among the disrupted nations there will not be enough ships in commission to accommodate the volume of commerce that will ensue.

Demands will be heavy at once, and there will not be ships enough to supply international requirements for a long time thereafter.

In that event the one best weapon in the hands of the United States will be to compel strict international observance of their Maritime Laws, and reduce the power of unfair competition by enforcing equal terms and conditions upon their competitors.

That will be a task for the United States Government and ship operators, as well as the seamen's unions, to perform.

Mariners are Liberal Minded

For the information of the misguided members of the Colored Waiters' Alliance

of Baltimore we desire to point out that the men best qualified for sea service in the capacity of waiters, are the members of the International Seamen's Union of America, recognized as such, and not the members of the Hotel and Restaurant Employers' Alliance. An employer never cuts a stick to beat his own back, therefore he never organizes his employes for their own benefit.

The Marine Cooks and Stewards' Association is one of the most liberal and progressive organizations in the American labor movement. It permits no race distinction within its ranks, except to prohibited Asiatics and outlawed bartenders. Comrade D. L. Grange, the able and efficient leader of the colored division of the organization, is one of the most distinguished and highly respected, as well as one of the most genuinely popular officials in the International Seamen's Union of America.

The Waiters' Alliance of Baltimore, may, therefore, rest assured that none of its members have been discriminated against because of their color.

But the sea service rightfully belongs to seamen, and men of any color, who have qualified by long experience, special training, and organization to uphold and dignify that service are not going to allow themselves to be displaced, or the dignity of their craft degraded by the influx of a bunch of overelated landlubbers, or casual excursionists, bent only on sightseeing and tip palming, and bound to get sea sick and spill the beans.

Men adapted by habit and experience to hotel, or restaurant work, will always find it to their own interests, as well as to their peace of mind, to remain where their services are most needed and appreciated. By so doing they will stabilize their own calling, and dignify the importance of their own labor.

If the members of 836 are union men they should be able to appreciate the anomaly of their present position at once, and desist from their ill-advised attempt to injure or annoy a kindred organization to their own disadvantage.

"Cobbler stick to thy last," is an ancient adage, but newer and truer to-day than ever before, and those having the dignity and well-being of labor, as well as their own best interests as stake, should always keep it well in mind. J. H. W.

JUDGES AND INCOME TAX

When the Supreme Court held the salaries of its own members and of the President to be exempt from taxation, it based the decision on clearly expressed constitutional provisions forbidding reduction of the salaries of Federal judges and of the President during their term of office. There were opportunities to split hairs and argue that reduction of salaries by means of an income tax does not come within the constitutional inhibition. There would have been precedent for this, for the court has on many occasions decided that other constitutional provisions, equally clear, do not mean what they say.

Thus about twenty years ago the court upheld the levy of customs duties on imports from outlying United States territory in spite of constitutional inhibition of interstate tariffs. More recently it has upheld laws abridging freedom of speech and of the press in spite of the First Amendment, has upheld convictions of persons denied trial by jury in spite of the provision that "the trial of all crimes, except in case of impeachment, shall be by jury," and has construed other provisions so as to make them practically meaningless. In view of this record it is hard for a layman to explain why the learned judges were unable to split hairs with equal facility when called to pass on a constitutional question affecting their own personal interests. A minority of the court was consistent enough to offer such an argument, but the majority seemed to feel that the framers of the Constitution should be credited with ability and will to express their meaning clearly on at least one subject.

TRANSPORTATION OF W. GERMANY

The volume of traffic from Rotterdam and Amsterdam to points on the Rhine in Germany measuring the trans-shipment trade from abroad into and out of Germany during the year 1920 showed a large increase over that of the same period of the previous year. Further development in this line hinges entirely upon the restoration of normal conditions in Germany.

It is becoming more and more patent that there is to be a very sharp conflict between shipping interests of Great Britain, the Netherlands, and Belgium for this trans-shipmnet trade. It is already apparent that there is to be a marked change in the course of the import and export transportation business in Germany itself. The general movement is from the northern German ports of Hamburg, Bremen, and Emden to the outlet through the Rhine and Scheldt; and as a part of this movement, plans for the extension of the port of Cologne have been approved calling for the expenditure of 450,000,000 marks. Part of the scheme is for the deepening of the channel of the Rhine so as to accommodate seagoing vessels of considerable size, and thus permit the import and export of goods overseas without breaking bulk. The alternative of this direct oversea trade is the continued use of the large Rhine barges which have handled this trade heretofore. These barges are vessels, usually without power and towed in trains, built with comparatively small draft, but long and having a dead-weight capacity of as high as 3500 tons. Goods are passed from oversea vessels into these barges in Rotterdam, Amsterdam, and Antwerp with slight breaking of bulk, and under a very effective and economical system of handling; but, of course, there is the actual expense of trans-shipment and more or less disadvantage in having the goods handled en route aside from this actual expense. For this trans-shipment trade the competition is particularly keen between Rotterdam, representing the prime Rhine route, and Antwerp, representing the route of the Scheldt.

The signature of William Shakespeare written on the wall of Hampton Court, London, and dated 1606, has been pronounced authentic.

SAN FRANCISCO IMPROVEMENTS.

The port of San Francisco boasts one of the finest and most extensive land-locked harbors in the world. It covers an area of 460 square miles of water in its bay. There are fifteen miles of berth space for vessels, forty-one modern piers, and 135 acres of cargo space.

All the modern piers are wired for electric cargo handling apparatus, and the tracks of the Belt Line Railroad system were recently extended to eight additional piers.

The China Basin warehouse project provides for the building of a 990-foot bulkhead wharf with shipwide track, and erection of a warehouse 816 feet in length and six stories in height. In addition to this giant undertaking ship hoists are to be mounted on the roof of the warehouse, which will permit unloading direct to the building. Numerous elevators will be part of the warehouse equipment, and with other modern improvements this will constitute one of the most up-to-date units for shipping in the world.

WHEN MONEY FAILS

"Pirates?" Capt. Charley Thompson, who took President Harding fishing in Florida and who is said to know more about the old pirate cruising grounds than any other navigator, gave a grunt of disgust when questioned about pirates. "I'm fed up on pirates," he continued. "They were the biggest suckers that ever lived. Pirates sure had a hard life, I'll say. They were the original dollar-a-year men. They worked for practically nothing.

"Money? Of course, they got money. But it was no good to them. All they could do was to bury it. Suppose some hard-working pirate wanted to retire from pirate life, buy a nice farm and some blooded cattle and settle down. Could he do it? Not a chance. The first look anybody got at his box of dubloons, a plain clothes man from the nearest precinct would be showing him the star on the lapel of his vest.

"Suppose he did take a nice coat and pair of pants off some Spanish Don. The minute he wore it down the Prado in Havana, somebody would mention that it looked like the suit Bill Garcia hadn't paid for yet. Two weeks later the pirate would be doing a buck and wing on air. A self-respecting pirate couldn't even get a hair-cut in London for fear somebody would notice his earrings. "The trouble with the pirate was their money was no good to them." There are people right now singing "Seventeen men on a dead man's chest." They work hard and suffer all kinds of privations and hardships to get their money and then bury it where it is out of their reach and can do them no good. The pirates had to take a chance to make their money work for them. All anyone has to do nowadays is to drop around to the postmaster or his bank and buy Government Savings Securities, Treasury Savings Stamps and Savings Certificates.

It is not necessary to take a chance. The securities are safe as the government. They keep the money invested in them working and ready when needed.

Always demand the Union Label!

WASHINGTON LETTER

(By Laurence Todd)

Conservative A. F. of L. Program

Because nobody brought forward a substitute program, the purely defensive and negative declaration which was presented to the emergency conference of the executives of the national and international unions comprising the American Federation of Labor and the "Big Four" independent railroad brotherhoods, was adopted with only minor amendments. The official statement of organized labor's present position—which is that labor stands pat on its rates of wages and other gains, and defies the industrial and judicial autocrats to rob it any further—came from the Executive Council.

"Reactionary employers," it sets forth, "have joined their might in a campaign which they are pleased to call a campaign for the 'open shop,' which they have been waging vigorously since the armistice. Compelled by the pressure of public opinion to accept labor's co-operation during the war, when the utmost conservation of productive energy was necessary to the life of the nation, they cast off all pretense immediately upon the passing of the emergency. . . .

"This campaign, disguised under the name open shop,' is primarily designed to destroy trade unions and break down or eliminate the whole principle of collective bargaining which has for years been accepted by the highest industrial authorities and by the American people, as a principle based upon justice and established permanently in our industrial life. . . .

"The unscrupulous pirateers of finance, having squeezed the consumer during the war period, are now broadening their field and enriching themselves by squeezing both the producer and the consumer. We declare again that the Government has been and continues impotent in the face of the criminal operations of profiteers, and must therefore accept the responsibility for a great portion of the indignation and resentment of the people against those who have filched their pockets for no reason except that they have power to do so.

"Going hand in hand with profiteering there has been and is a shameful and unjustified overcapitalization of industrial and commercial projects, compelling the consuming public to pay interest in the form of inflated prices on vast sums of money, back of which there is no foundation of intrinsic value or productive capacity.

Faulty Conduct of Industries

"Due to the maladministration of industry and principally and primarily because of the studied and calculated arbitrary policies of reactionary employers, there has come upon us a state of unemployment which is depriving fully three and a half million working people of the opportunity to earn a living.

"That there should be this tragic situation at a time when hardly any portion of the world has a sufficient supply of the necessities of life, is a commentary upon the conduct of those responsible for the conduct of industry which they cannot justify. It is a rebuke to their methods which only prompt and fundamental remedial action can remove. The condition of unemployment has been accentuated by keeping open the flood gates of immigration which has added to the confusion and given employers an additional weapon in their efforts to reduce the American standard of living.

"One result is the effort to lower wages. The stupidity of such policies as these, whether or not apparent to employers inspired only by a desire for monetary gain, is a matter which should give the most serious concern to the American people as a whole. Every reduction of wages is a reduction in the consuming power of the wage-earners, and is a direct blow at the prosperity and well-being of the country."

Demands Are Moderate

Upon the basis of this statement of the general conditions with which labor is now struggling, the conference report declares:

"Labor not only insists upon maintaining the present standards of wages and working conditions, but it declares its solemn purpose to continue to struggle to further improve those standards."

Industrial courts are mercilessly exposed as schemes for reducing the workers to industrial servitude without their consent, while the injunction evil is similarly handled.

"A majority of the justices of the Supreme Court," says the report, "have swept away the Clayton Act, which was a strong barrier against a feudalistic legal concept, and labor finds itself again at the mercy of an unlimited use of judge-made law. The injunction as it is now used and abused in labor disputes is a pure usurpation of power and authority. The only possible and practicable remedy in the face of a power so usurped and so completely unjustified lies in a flat refusal on the part of labor to recognize or abide by the terms of injunctions which seek to prohibit the doing of acts which the workers have a lawful and guaranteed right to do, or which seeks to compel workers to do those things which they have a lawful and guaranteed right to refuse to do. This is the only immediate course through which labor can find relief, and this course it purposes to pursue. Labor realizes fully the consequences of such a course, but in the defense of American freedom and of American institutions it is compelled to adopt this course, be the consequences what they may."

Must Disregard Injunctions

If that language means anything, it means that the responsible elected executives of the big unions comprising the American Federation of Labor, together with the railroad brotherhoods, have pledged themselves to defy injunctions in industrial disputes, and go to jail when sentenced for contempt of court. Hundreds of lawless injunctions against trade unionists are being issued in all parts of the United States, and except for Alexander Howatt of the Kansas coal miners, the country has not noticed any prominent labor officials going to jail to emphasize the injustice of this judge-made government. Yet the American Federation of Labor went on record, enthusiastically, in its Baltimore convention of 1916, in favor of defiance of injunctions. Possibly now the conditions are so much worse than in 1916 that the officials will make the promise good. If they do, public sentiment toward the organized labor movement will swiftly change, and labor will regain the respect it has lost in these four years, at the hands of its enemies.

After asking public support for and recognition of the principles of collective bargaining through trade union representatives of the workers' own selection, and of the right to strike, boycott and "exercise collective activities in furtherance of the welfare of labor," the conference proposes:

Enactment by Congress of legislation which shall protect the workers in their organized capacity against the concept that there is a property right in the labor of a human being;

Removal by Congress of the usurped power of the courts to declare unconstitutional laws enacted by Congress;

Repeal by the States of all industrial court laws and all restrictive and coercive laws, including the so-called open port law of Texas, and freedom from decisions of courts holding trade unions and individual members thereof liable in damages for the unlawful acts of others;

Enactment by Congress of a law declaring that labor organizations are not copartnerships and shall not be so treated in law or in equity;

Investigation by Congress of the activities of so-called private detective agencies in the field of industrial relations.

And many other measures of less importance.

The answer to the demand of the reactionaries for lower wages is worded: "We call for united support in the protection of standards of wages and conditions already gained, and we summon the workers to continued efforts to increase the consuming power, raise the standards and improve conditions of life and work."

Workers Should Control Tools

It is noticeable that nowhere in this long declaration—it covered twenty-one pages as handed out to the members of the conference—is there a word of reference to the principle of ownership of the means of work by the workers. The railroad workers' plan of public ownership is not mentioned, nor is democratic operation of industry suggested. Even the Machinists' and the Locomotive Engineers' industrial and banking operations are not noticed as a hopeful sign. Not a syllable of new tactics is to be found in the document, strong as is its note of defiance to triumphant reaction.

But on Thursday, the second day of the conference, there was taken a significant step, not anticipated by the Executive Council. Without a dissenting vote, the conference adpoted a resolution sponsored by Andrew Furuseth of the Seamen and championed by Wilson of the Patternmakers, Johnston of the Machinists and others, recommending to the friendly consideration of all labor organizations the purchase of the bonds of the State of North Dakota, issued to establish State-owned terminal elevators, flour mills, banks, and home-building activities. Spokesmen for the Non-partisan League program, headed by Governor Frazier, had appeared before the council. Spurgeon Odell, a farmer-banker, talked to the conference. His appeal was endorsed with warm cordiality. Except for Matthew Woll, eighth vice-

president of the A. F. of L., no man present sought to weaken the alliance between organized labor and the progressive organized farmers of the Northwest.

The final act of the conference was to telegraph President-elect Harding its disapproval of his putting a business man in the post of Secretary of Labor. It was known in advance that Harding would ignore the desires of the organized labor movement of the nation.

A MYSTERY OF THE SEA

A recent dispatch to the press from Beauford, N. C., contains the following interesting story. A grim specter stood unseen at the helm of the Bath-built schooner "Carroll A. Deering" when she cleared Rio Janeiro harbor last December, riding light and winged out to sea with a Norfolk port to make, via the Barbados.

The ship was tough and trim from truck to keelson, sound throughout and sweetened to the ways of the sea by her year off the stocks. A stout New England shipmaster trod her quarter-deck. Above him clean, sound canvas towered away to the five great masts that drove more than a thousand tons through the water on airs that barely fanned the cheek. Today she is "the ghost ship of Diamond shoals," her bones bleaching in "the graveyard of the Atlantic," her master and crew vanished. No one knows where or why. She adds one more page to the sea's great book of mystery.

End of Career

There is no record of the "Deering's" last voyage. She sailed full handed. A month later she staggered blindly shoreward, alone by night, to her last berth on the shoal. No hand tended her wheel; no man stood to clack a sheet or spill the wind from her canvas. She was a dead ship. No living thing saw her end.

Sunset was drawing down the gloom of night when patrols from the life saving station looked their last for the day across the storm fretted shoals. Surges ran white over the menace of the sands, headstoned with relics of many a stout craft. But there was no sail in sight. The wide reach of sea beyond was empty to the gathering gale.

In the morning, the "Deering" lay before them in the grip of the sand, her canvas set and slatting to ribbons, her boat gear hammering overside, her boats and her people vanished. All day the life savers sought to reach her. Some of the crew might still be aboard. Time and again they were beaten back by wind and sea and it was a day later before it was known positively that the ship was empty, stripped of all life before she had plunged into the death trap.

There was no mark on her to show why she had been abandoned. She was apparently undamaged until the wind and sea had their will and slowly ripped her, timber from timber. Under drive of her sail the ship was buried beyond the power of tugs to pull her out. And in the weeks that have passed not a word has come to tell what became of her crew. Nobody has been washed up; no remnant of lifeboat or of clothing came ashore.

The battered hulk of the big vessel, with toppling masts and torn canvas, stands a ghostly monument to the mysterious power of the sea.

DECLINE OF HOLLAND FISHERIES

According to information received through consular sources, the Netherlands fishing industry generally, and especially the herring fishery, is in a very depressed state and present indications are that unless there is Government intervention or some other steps are taken to rehabilitate and protect the industry it will disappear after centuries of successful operation. During 1920 the fishing interests of the country tried the most radical experiments in the way of combinations without success. They restricted the output by limiting the fishing season and the number of boats allowed to participate in the work and they have tried price fixing. Success has been attained in neither case. The closing of Germany to the Dutch catch is held largely responsible for the present situation, but the fact that there has been only slight movement of Dutch fishing products in that direction since the German market was thrown open in December indicates that other and more far-reaching causes are operating in the business.

WEEKLY NEWS LETTER.

(Continued from Page 3)

Department of Labor only the conciliation division and the bureau of labor statistics. The retiring official was presented a gold watch.

Spy's Story Shattered

Attorneys for the defense in the trial of Sid Hatfield and his co-defendants, shattered the story of C. E. Lively, Baldwin-Felts secret service man, who operated a restaurant and posed as a union man at Mingo to secure evidence against those charged with the death of seven detectives, last May.

The spy was forced to acknowledge that the Baldwin-Felts agency offered Mayor Testerman $1,000 if he would permit a machine gun in Matewan. Lively said he was paid $225 a month for his spy work and that he operated with a union card in his pocket in Colorado, Illinois, Missouri, Oklahoma and other States. For three hours attorneys for the defense grilled the spy and succeeded in riddling much of the sensational story the witness told the jury under careful coaching by the State's attorneys and those retained by the mine owners.

Railroads Handed Cash

The President has signed the Winslow-Townsend bill, which authorizes approximately $400,000,000 of the $600,000,000 due railroads. The Government guaranteed to meet the roads' expenses for six months after these properties were returned, last spring. Comptroller of the Treasury Warwick refused to pay money on this account until the roads had returned an itemized statement. It was found that the Federal official was sustained by the Cummins-Esch act, and the Winslow-Townsend bill was rushed through Congress to remedy the oversight. Representatives of the railroad unions opposed the bill and the conference of trade union executives, held in Washington, February 23, declared that the bill "is an unjustified and unjustifiable concession to the railroad owners who have shown a wanton disregard for law and lawful processes."

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
HOBOKEN, N. J. ..... 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
D. J. GEDDES, President
NEW HAVEN, Conn. ..... 13½ Collis Street

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BUFFALO, N. Y. ..... GEORGE HANSEN, Agent
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NORTH TONAWANDA, N. Y. ..... 122½ Main Street
Phone 890 P. J.

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Telephone Seneca 896
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CLEVELAND, O. ..... 308 West Superior Avenue
MILWAUKEE, Wis. ..... 162 Reed Street
ASHTABULA HARBOR, O. ..... 74 Bridge Street
SOUTH CHICAGO, Ill. ..... 3308 E. 92nd Street
CONNEAUT HARBOR, O. ..... 992 Day Street
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Headquarters:
SAN FRANCISCO, Cal. ..... 49 Clay Street
SEATTLE, Wash. ..... 84 Seneca St., P. O. Box 42
ASTORIA, Ore. ..... P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC
Headquarters:
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SAN FRANCISCO, Cal. ..... 49 Clay Street
VANCOUVER (B. C.), Canada ..... 437 Gore Avenue
PRINCE RUPERT (B. C.), Canada ..... P. O. Box 1675
KETCHIKAN, Alaska ..... P. O. Box 201
PETERSBURG ..... Alaska
UNGA ..... Alaska

UNITED FISHERMEN OF THE PACIFIC
ASTORIA, Ore. ..... P. O. Box 138

FERRYBOATMEN'S UNION
C. W. DEAL, Secretary
SAN FRANCISCO, Cal. ..... 166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

BRITISH COLUMBIA STEWARDS' UNION
FRED WALSH, Secretary
VANCOUVER, B. C. ..... 311 Hastings Street, West
Room 2. Phone Seymour 3976

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Labor News

Unemployment continues to grow unchecked throughout the Eastern States according to all reports emanating from those districts.

Unions affiliated with the Detroit Federation of Labor are voting on a referendum to change Labor Day from the first Monday in September to the first of May.

The American Federation of Teachers, chartered by the American Federation of Labor, has issued charters to 125 local unions with a total membership of more than 10,000.

The Hedrick Construction Company of Dallas, Texas, has signed a union shop agreement with the Carpenters' Union. This concern operates in several sections of the State and until recently was non-union.

The Cooks' and Waiters' Unions of San Francisco have decided to amalgamate. The referendum was carried by a slight margin in the Cooks' Union and by an overwhelming majority in the Waiters' Union.

At Olympia, Wash., printers employed on the Olympian and Recorder have been locked out. These employers violated their agreement and are attempting to establish the anti-union shop.

Employees of packing companies from every packing house center in the United States have been called to attened a conference at Omaha for discussion of a reported plan of the packers to discontinue contracts with their workmen.

The strike of organized shoe workers against two firms in St. Paul, Minn., that attempted to cut wages has been adjusted. The old status has been restored and the companies agree to establish former methods of handling differences.

At Toledo, O., the Ladies' Garment Workers' Union has signed a contract with the Conde Manufacturing Company and the Alexander Black Cloak Company. The 44-hour week is agreed to and the minimum rate will be $44 a week.

During the past month the American Federation of Labor issued charters for one new State Federation of Labor, seven for Central Labor Councils, six local trade unions and three Federal labor unions.

Sanction from sixteen railroad brotherhoods and unions for a strike of employes of the Atlanta, Birmingham and Atlantic Railway was dispatched to local representatives of the unions following a midnight conference of the organization's officials at Chicago.

A $500,000 damage suit has been filed in the District Supreme Court at Washington by owners of the New York Call against Postmaster General Burleson. The complaint alleges that Burleson's action in closing the mails to the publication caused severe losses before mail privileges were restored by court orders.

Superior Court Judge Lawton of Worcester, Mass. has issued an injunction against [illegible] molders picketing two foundries where strikes have been on since June, 1919. One of the plants has been forced out of business and the other is doing no business. But this does not deter the judge from issuing a perpetual injunction against the iron molders.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Danielson, Harold
Disney, Robert
Dickenson, A.
Dempsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danli, E. R.

Eriksen, Sam
Eriksen, Einar
Eriksen, Lars
Ekengren, Olaf
Eriksen, Nils
Eklung, Victor
Edvordsen, John
Elsted, John
Edwards, Louis

Forbes, Frank M
Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, C. C.
Gustafson, Oscar
Glan, Axel
Grandin, Ed
Gulbransen, Amund
Gamstad, Karl
Gjerde, K. O.
Gulbransen, Gust
Gulbransen, Peter

Hendriksen, Carl
Hagstrom, Leslie
Hedley, Wm.
Hagen, Harald
Healey, Geo. S
Hansen, Martin
Hansen, L.
Hansen, Earl
Hansen, Hans
Hurma, F.
Hultin, Jack
Hamlin, Wm.
Hansen, Chas. P.
Hansen, F. G.
Hanlin, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoel, Ole

Johnsen, Ingvald
Jansen, R.
Johnson, Dick
Janson, John
Johnson, Elias
Jenson, James
Johanson, Matt
Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
Jorgensen, Fred
Johnsen, Ludvig
Johansen, Arthur H.
Jacobson, M.
Johnson, Ed. -2294
Johanson, Olof K
Johnson, G. A.
Jacobson, Torgils
Johanson, Henrik
Johnson, Alex
Jensen, Wilhard, E
Johansen, Carl
Jones, A. H.
Johnson, Gust

Kallo, K.
Karlson, G. A. -1190
Krastin, J.
Kragstad, A. E.
Hoppen, Oluf
Kristiansen, Aarnt
Knudsen, Andrea
Kilkeary, Frank C.
Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Laskinen, Fred
Livingstone, Ed
Larson, Rudolf
Lucy, James
Lichtenberg, Ben
Lauritsen, P. E.
Ljungstrom, Oscar
Lee, L.
Larsen, Emanuel
Larsen, E. -1345
Lauritsen, P. E.
Leeween, A. W.
Landlung, Chas.
Lauritsen, Jack
Larson, A.
Lawersen, L.
Lieson, Wm.
Lynum, A. M.
Lutton, Theod
Lyngues, Chr.
Lund, Eric

Millard, Frank
Martinsen, Ingvald
Macleod, Alex
Molder, John
Monroe, N. S.
Mengert, Fred
Moore, Thos.
Margaard, H.
Michalson, Harald
Museh, Chas.
Mann, Albert
McPherson, James
McLean, Angus
McIntyre, L.
McCoy, J. L.
McMullen, J.

Nilsson, N. J.
Nilson, A. H.
Nolan, Janus
Nelson, Swan
Nilson, Carl -302
Nelson, A. L.
Nelson, Adolf
Norgaard, H.
Nelson, Werner
Nelson, P. A.
Nilsen, Harald
Nelsen, Peter
Nelsen, Ross
Neelsen, H. J.
Newland, Ernest
Nyhagen, Julius
Nicholsen, Ben
Nurken, Herman
Nelsen, A. B.
Nahiman, F.
Nilsen, N. P.

Ovist, John
Osterberg, C. V.
Opfedal, Caspar
Olsen, John H.
Owens, J. W.
Ogna, Ed

Pendville, N.
Pedersen, J. M.
Petersen, Harm
Parker, Red
Pedersen, C. E. 1286
Pedersen, Herman
Pedersen, Emil E.
Pabus, Lars
Pedersen, Ole
Pedersen, O. J.
Permin, J. C.
Pedersen, E. P.
Paulsen, O. E.

Quandt, A.

Rasmussen, Chr
Rost, S.
Rasmussen, Peter
Redmur, Frank
Rorvik, Chas.
Rundle, C. W.
Reilley, Ralph
Ross, Herbert
Romberg, Edward

Sandin, P.
Sater, P. Pedersen
Skag, Otto
Sadelberg, Albin
Scarpa, E.
Stelson, Henry
Schrage, P. W.
Schler, T. J.
Schirmbel, Rup
Sarv, H.
Stiffler, Roy
Sherrin, E.
Strand, Charley
Skaag, Paul
Shipley, A. M.
Stelner, F.
Stenberg, Hjalmar
Stitts, La Verne
Simonsen, S.
Sandstedt, E. H.
Seyfried, M.
Thorsen, V.
Tasel, John
Smith, Aug.
Scarlett, J.
Swansen, Axel
Salonen, Ivort
Salmar, K.
Stockburger, C.
Stidham, C. W.
Sammelsen, Hugo
Semberg, John
Swanson, J. -1013
Sandvik, H.
Teneson, J.
Tripplett, C. J.

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San Pedro Letter List.

Andersen, John
Anson, John W.
Arnesen, Isak
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Arakesen, Asak
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Ackeson, Eric
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Ahrenstedt, Arthur
Allison, Benjamin
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Adams, H. C.
Aho, Jack
Brenner, Alfred
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Blom, E.
Brunyee, Charles
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Berglund, Emil
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Clementsen, Alfred
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Cormie, William
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Hauth, Charles
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Hansen, Berger K.
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Swanson, Eric K.
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Schierenbeck, Karl
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Siksna, Julius
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Sundholm, Frans
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Seland, Hans
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Tufty, C. J.
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Young, Carl
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Zimmerman, Fritz
Zimera, G.

Registered Mail

Reed, Frank
Kallio, Franz
Brast, K.
Pinnington, D.

Packages

Campbell, J. R.
Costley, F. L.
Raegener, Gust
Jonassen, Fred
Jones, Ernest R.
Ehassen, Emil
Larson, C. L.
Hermum, Christ
Leskinen, Fred

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INFORMATION WANTED

Thos. A. Jones, 720 N. Lancaster Avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va. 3-9-21

Mrs. John M. Eshleman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda County this spring, 1921. 2-16-21

Peter Ronald, a native of Norway, age 56 years, injured while acting as a boatswain on board the S. S. "Ahala" on August 22, 1919, at Hartlepool, England. Anyone knowing his whereabouts will please communicate with S. B. Axtell, New York City. 12-8-20

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

SAN FRANCISCO
Alaska Fishermen's Letter List.

Bruno, S.
Bergman, John
Boyd, Frank
Carlson, E.
Carlsen, Victor
Domenico, Palestini
Dalin, August
Duke, F. U.
Damberg, August
Erickson, Libgott
Gustavson, Emil
Groth, Emil
Hansen, Emanuel
Hakanson, Ingvar
Hagburg, Gust
Johansen, F. C.
Jacobsen, Emil
Keth, Manlius
Kramoli, Steve
Kristoffersen, H. O.
Kjerdalen, Ole
Levele, Ed.
Larsen, Theodore
Leonard, Heber
Miller, J. A.
McVicar, Geo.
McNeil, Daniel
Marcilano, H.
McDonald, J. B.
McPherson, Donald
Newton, A. B.
Nelson, N.
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Ome, Tobias
Olander, Erick
Olsson, Carl
Pederson, Halfdon
Paulsen, Axel
Pavone, S.
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Pettson, W.
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Svenson, August
Stricklan, Geo.
Shivers, D.
Schultz, Walter
Tennisen, Peter
Temisar, Peter
Treffers, A.
Widell, Hilmer
Widell, Julius

Registered Letters

Knudsen, Oscar
Meyer, Hans
Rassmussen, P.
Strusk, John Valentine

Lodersen, John
Leskinen, Fred
Lill, Karl
Portham, Matt
Hansen, Oskar
Fallen, Joe

INFORMATION WANTED.

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

To the members of the crew of the "S. S. Acoh":—As I previously notfiied you, the court gave udgment for fifty-three days' penalty amounting to $118 and $10 for shortage of potatoes, $328 in all, a $90 wage the others proportional. Subsequently after the judge went away the penalty was cut to 53 days at $3 per day, making the amount $169 each on a $90 wage, the curt thinking that because the crew were paid wages to the time of their arrival in San Francisco, the Government should get credit for that. I believe the court was in error as the pay to San Francisco was under contract for time actually consumed, and had nothing to do with the penalty for not paying off in Manila, at least what was easily ascertainable there. I think the case should be appealed, and will appeal it unless a majority of the crew write me they do not want it appealed. If appealed it will be on the calendar for argument in February and may be decided in March or April, or not later than May. The question as to transportation can also be again raised on appeal, and I think it about year ago in Norfolk Va. 3-9-21 should be. S. B. Axtell, New York, N. Y.

Domestic and Naval

On his last day in office, President Wilson affixed his signature to a resolution which virtually repealed all of the war laws.

Mare Island Navy Yard estimators figure that it will cost $400,000 to place the predreadnaught "Vermont" in first-class shape. The vessel was placed out of commission at Mare Island last year.

Plans prepared by the U. S. Public Health Service and about to be put into effect will largely increase the hospital facilities for ex-service men in Pennsylvania, particularly at Pittsburgh and Philadelphia.

The National Association of Railway Executives, at a meeting recently, voted to abolish its labor committee, asserting that its further maintenance was a constant invitation to seek a uniform settlement of labor matters which ought to be settled between each railroad and its own employes. The association also decided to stand clear of national boards of adjustment.

Clear signals from the navy's big radio towers at Pearl Harbor, Hawai, were distinctly heard by the ship's wireless set on the Shipping Board steamer Eastport, while that craft was lying in the port of Stockholm, Sweden, according to advices received by Lieutenant-Commander E. C. Raguet, district communication superintendent, from H. M. Lundgren, wireless operator aboard the freighter.

At the annual British shipmasters' dinner, recently held at Liverpool, William Marconi announced discovery of a new wireless invention by which vessels may be guided during dense fogs. The invention is based on a principle by which electric waves may be sent in any definite direction like flashes from a lighthouse. These waves would take the place of leading lights in thick weather.

The U. S. Shipping Board has declared that the agreement between the International Mercantile Marine Corporation and the British Admiralty, requiring the corporation to operate its ships without injury to British commerce, is inimical to the foreign commerce of the United States. The agreement is also declared to be at variance with both the letter and spirit of the merchant marine act of 1920.

The destroyer "Stoddert" has arrived at San Diego with the first detailed story of the sinking of the U. S. torpedo boat "Woolsey" on February 26 off Coiba Island. The collision between the destroyer and freighter "Steel Inventor" occurred at 1 o'clock in the morning. Fifteen bluejackets who were sleeping in the after compartment were drowned like rats in a trap when the prow of the "Steel Inventor" virtually cut the "Woolsey" in two, the after part of the ship sinking in 1000 fathoms of water. A number of bluejackets sleeping on deck were washed overboard. They were rescued by the destroyers "Wickes," "Philip," "Aaron Ward" and "Buchanan," which threw their searchlights on the scene of the disaster and located the bluejackets swimming amongst the wreckage. Destroyer Division No. 15, of which the ill-fated "Woolsey" was a unit, was steaming in two column formation, 1000 yards apart, at a speed of 19½ knots.

Domestic and Naval

A mild epidemic of smallpox broke out on the U. S. dreadnaught "Mississippi" of the Pacific fleet. Twenty-four of the vessel's complement were landed and transferred to the Canal Zone hospital at Ancon.

Mare Island officers have advised the Navy Department that the superdreadnaught "California" is 95.2 per cent. finished, the battleship "Montana" is 17.4 per cent. compelted, the destroyer "Perry" is 55.2 per cent. finished, and her sister ship, "Decatur," is 53.3 per cent. completed.

One person in every 164 in San Francisco and vicinity traveled abroad during 1920, according to figures compiled by the Federal Passport Agency at San Francisco. During 1920 passports to the number of 164,354 were issued throughout the entire United States.

Nearly one-half of the nation's record-breaking overseas commerce in the past fiscal year was carried in American ships. The overseas trade reached the unprecedented total of $11,875,424,000 and $5,071,905,000 of it was carried in American owned vessels as against $368,359,000 carried in American bottoms the year before the war.

At Philadelphia the U. S. Public Health Service has recently acquired from the Navy a large hospital for the care of ex-service men suffering from nervous and mental diseases. Its capacity is between 400 and 500. Recent heavy demands for accommodation by this type of patients have conclusively shown the need for this hospital, which, it is hoped, may become permanently devoted to its present use.

Advices from the East state that the Bethlehem Shipbuilding Corporation has decided to equip its four new 20,000-ton ore carriers with steam engines, although it was reported Diesels were to power the vessels. The steamers are to be built for the Ore Steamship Company, a subsidiary of the Bethlehem Steel Corporation, and two of them will be constructed on San Francisco bay. A bond issue of $20,000,000 has been floated for this purpose.

At Pittsburg the capacity of the Marine Hospital (No. 15) will be trebled at first by the addition of a dozen portable buildings of approved type, and later, when Congress appropriates the necessary money, by new and permanent brick and tile construction. At present funds are available for the erection of portable temporary buildings only. The importance of Pittsburgh and the growing demand on the Government's hospital facilities there make these additions imperative.

A ruling which will have considerable bearing on the incipient intercoastal passenger trade has just been made at Washington by President Wilson. Hereafter, the President ruled, American citizens will not require passports for transportation from one American port to another, via a foreign port, provided the passenger does not stop over at the foreign port. An example of such a case is the trip from Baltimore to San Francisco by way of Havana, which passage is now being offered westward by Matson and P. C. S. S. steamers and which will shortly be available eastbound. This ruling is expected to remove a great drawback to pleasure travel over this route.

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DECEMBER 31st, 1920

Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Aldo, Kurta N.
Alexandersson, Charles
Andersen, Oscar
Anderson, Chas R.
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Andersen -623
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Andreasen, Emil
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Bolder, Fred.
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Dinteren, John
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Espinoza, Juan
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Fabrow, H. Theo
Fiddle, Oscar
Fitzpatrick, Edw.
Fjellman, Geo.
Flood, Alex
Foltz, Harry
Foster, Clarence
Francis, C. H.
Franzell, A. H.
Freberg, Chas. A.
Frost, Peder K.
Furman, Arthur

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Gillbertsen, Andrew
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Luhrs, Ludvig
Lunde, Martin O.
Ludvigsen, Arne
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Mannonen, N.
Mahaffey, C. R.
Mahoney, F. J.
Martinsen, Lars
Matheis, Herman
Mattos, M. D.
Maynard, R.
McKenzie, Alexander
McLean, D.
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McQuillan, Archie
Melander, G. L.
Meyer, Alfred R.
Meyer, Claus
Miller, Winford
Mittchell, Alex.
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Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

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News from Abroad

A broken agreement by the Grays Harbor Iron Works has forced iron molders and machinists on the street.

An alliance which has for its purpose defense against the Bolshevika has been entered into by Poland, Hungary and Rumania, according to reports from Budapest.

Five hundred and forty-three vessels, with tonnage totaling 672,278, arrived at Hamburg during the month of February. Of these thirty-three flew the American flag.

Eleven persons have been killed, more than 100 wounded and 500 others arrested in connection with the disorders which seem to have been the outcome of a revolutionary plot having ramifications throughout Tuscany, in Italy.

The Palace Clothing Company, operating one of the largest tailor shops in Minneapolis, has agreed to resume relations with the Journeymen Tailors' Union. The union shop and a 5 per cent. wage increase feature the adjustment.

Moscow despatches quote the Soviet organ "Isvestia" as stating that Soviet Russia is working to create a federation of all states which formed part of the old Russian empire and since have become detached from it. The object stated is to prevent "the growing entente influence" in those countries.

The German Communist party has made the ultimatum delivered by the allies to the German delegation in London the occasion for a revolutionary proclamation, in which the German workingmen are called on to overthrow the government, erect a Soviet state and effect a political and economic alliance with Russia.

The "Maoriland Worker" states, at the recent Science Congress in Melbourne, it was demonstrated that a forty-eight-hour week was more productive than a fifty-five or sixty-six-hour week. Here is an idea for the "more productioners" of the Welfare League. Let us reduce hours and increase production—by absorbing the unemployed who wish to produce but are not permitted to do so by the capitalist exploiters.

At Buenos Aires criminal action has been begun against Senator E. del Valle Iberlucea by the public prosecutor of the city of Bahia Blanca, who alleges the Senator made seditious statements in an address advocating the adhesion of Argentine Socialists to the third internationale of Moscow. The prosecutor has announced he will ask the court to sentence the Senator to four and one-half years in prison and to take from him the rights of citizenship. The Argentine Senate will be asked to remove Senatorial immunity so that the case may be tried.

The council of the League of Nations, in its reply to the American note on the mandates question, invites the United States to send a representative to the next meeting of the council to be held in April. The reply was cabled to Washington by the American embassy. Concerning the Island of Yap, the reply says the council was obliged to accept the decision of the supreme council. It indicates, however, that the whole question may be re-opened if the Washington government sees fit to send a plenipotentiary to discuss the matter.

With the Wits

A Harder One. "What would you do if you had Rockefeller's income?" asks a writer.

"Don't know, but we've often wondered what the deuce he'd do if he had ours."—London Globe.

The Teller's Plight. He—I told your father I would indulge you in every luxury you crave.

She—And what did he say?

He—He threatened to withdraw his account from the bank where I work.—London Mail.

A Sad Scene. Ted—I hear that during one of the scenes in a new play Gayboy turned his head aside and tears came to his eyes.

Ned—Yes, it was the drinking scene.—New York Sun.

Not the Same. "Reverse and back always mean the same, don't they, father?"

"By no means, my son. The more reverses a man has in business the less backing he can get."—Public Ledger.

Magistrate—What is the charge?

Policeman—Intoxication, your honor.

Magistrate (to prisoner)—What's your name?

Prisoner—Gunn, sir.

Magistrate—Well, Gunn, I'll discharge you this time, but you musn't get loaded again.—Australian Worker.

"Who is at the phone?"

"Your wife, sir."

"What does she want?"

"The only word I can understand is 'idiot,' sir."

"Hold the line. She probably wants to talk to me."

Manager—"I like your voice, Miss Gargle, but I can't understand your actions at the beginning of your song."

New Soubret—"My actions?"

"Yes; the business with your eyes and shoulders. I can see no excuse in the song for that."

"It is in the music."

"In the music?"

"Yes. Right here after the introduction it says 'vamp till ready.'"

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VOL. XXXIV, No. 28. SAN FRANCISCO, WEDNESDAY, MARCH 16, 1921. Whole No. 1744.

MAR 2 1921

THE DEPARTMENT OF LABOR

Development Policies and Management Reviewed

AN APPRAISAL

The close of the Wilson administration affords a suitable occasion for an appraisal of the United States Department of Labor. For forty-eight years, organized labor and social reformers strove to persuade Congress to establish a federal department charged with the duty of guarding the interests of the working people of the country. On March 4, 1913, the department actually came into statutory life. It has had eight years of life under one management.

The department was first sought by wage-workers who had borne the burden of the Civil War. They were confronted with economic problems which they and the country at large appeared to be unable to master. The instrument they wished to see created for their own relief is, however, now, a half-century later, in existence, and by the irony of history another generation of wage-earners is faced with difficulties not less grievous nor less confusing than those which the veterans of the Civil War envisaged when they returned from the long campaign to resume the duties of a peace era of production and readjustment.

As a separate body, the Department of Labor was formally created on the day that President Wilson first came into office. The life of the department has been coincident with the Wilson administration. The present Secretary of Labor and his principal assistants have been in office continuously for eight years. Theirs has been the responsibility for building. They have been considerably limited by the lack of funds. During the first months of its existence, the Department of Labor lived on the charity of the Department of Commerce. The broad policy of the Department of Labor was, moreover, outlined by Congress. In the first section of the act creating it, Congress said that "the purpose of the Department of Labor shall be to foster, promote and develop the welfare of the wage-earners of the United States, to improve their working conditions and to advance their opportunities for profitable employment." This underlying policy as formulated in the organic law ought to be kept in mind in evaluating the actual achievements. Many good citizens criticize the Department of Labor on the ground that it is a partisan agency. Apparently Congress intended it to be devoted to the interests of industrial wage-earners, just as the Department of Agriculture is partisan in that its works relates exclusively to the agricultural interests and just as, similarly, the Department of Commerce is concerned with the needs of business and industry. The Department of Labor is partisan because of the separation of governmental functions. But it is fair to state that the department has never "regarded wage-earners who have associated together in unions as the only wage-earners for whom the law requires it to be solicitous." In the words of Secretary Wilson, "created in the interest of the welfare of all wage-earners in the United States, whether organized or unorganized, the department has been administered in the interest of all from its beginning." That this is a fair statement of the actual policy of the department, open-minded and sympathetic observers will agree. For although William B. Wilson was himself a trade union official and long identified with organized labor, it is true that he has been moved by a scrupulous sense of justice in his dealings with all classes of workers, whether they happened to be members of unions or not.

When the department came into existence it was chiefly an aggregation of independent bureaus. The Bureau of Labor Statistics was the first and oldest. This organization had originally been the Bureau of Labor, a part of the Department of Interior. Then it became the so-called "Department of Labor"—a department only in name—and later it was the Bureau of Labor in the Department of Commerce and Labor. The Bureau of Labor Statistics, as it is now known, has, within its history, performed notable public service. It has been administered by two men, at least, who stand in the front rank of those citizens who have wisely served their country. The first of these was the late Carroll D. Wright. Colonel Wright, first in the Massachusetts Bureau of Statistics of Labor and afterwards in the Federal bureau, was a pioneer. No student in this country has, for his generation, done better work in the interpretation of the effects of industry on the life of the people. Colonel Wright had a real passion for democracy and a real understanding of the service that scrupulous research might render. Every modern student of industrial conditions finds himself constantly indebted to the studies initiated and carried on by Colonel Wright. Others also have attained distinction in the Bureau of Labor Statistics. With the name of Carroll D. Wright stands that of Royal Meeker, who, until last summer when he went to Geneva to take charge of the scientific work of the International Labor Office, had been, during the Wilson administrations, in charge of the bureau. Under Dr. Meeker the Bureau of Labor Statistics reached high distinction. He it was who was responsible for the development of the Federal studies in the cost of living, as well as for many other industrial researches of primary importance to the present. The Bureau of Labor Statistics carried on its cost of living inquiries with a delicate regard for scientific precision. Its findings are endlessly used in labor adjustments. Few better researches have been carried on anywhere by any agency, public or private, in this country or abroad. The cost of living inquiries of the Department of Labor are classics. This work has been done under difficulty. Ridiculously inadequate salaries have been paid. Scientists of national reputation have been paid $2,000 and $3,000 and less. But niggardly compensation has not restrained in any way the zeal of these devoted public servants. Its present chief is Ethelbert Stewart, one of the best known statisticians in the public service.

The Children's Bureau came to the Department of Labor from the old Department of Commerce and Labor. It has been administered during its entire life by Julia C. Lathrop. Its record has been brilliant. The infant mortality studies initiated and carried on by the Children's Bureau have made an outstanding contribution to the understanding of American life. This work has been accomplished with rigorous regard for scientific exactness. By virtue of these studies, the country now knows the human consequences of poverty and social neglect. The relation between inadequate income and infant death rates has been reduced almost to a mathematical formula. The country knows that at a certain wage level, a given number of children will inevitably die. It knows also that at higher wage levels certain numbers of children can be saved. The knowledge thus made available is leaven in the national lump.

The Children's Bureau brought out the facts and the conscience of the nation will never again be quiet until adequate remedies and readjustments have been undertaken. In other fields also, the Children's Bureau has been conspicuously a public servant. The logical conclusion of many of its studies has been expressed in a measure now before Congress, the Sheppard-Towner Bill. This proposal would further in the United States the same kind of public care for the health of women and children which has been applied with such notable success in Great Britain, New Zealand and elsewhere.

The Department of Labor also inherited the Bureau of Immigration and Naturalization now divided into the Bureau of Immigration and the Bureau of Naturalization. These have been administrative rather than research institutions. Soon after the department was created, the Secretary of Labor was given the new duty of acting as mediator in industrial disputes. During the first years, however, this work was not adequately provided for in the appropriations. It was conducted from the office of the Secretary of Labor, as one of many duties. On the whole, however, in spite of the vagueness of the law creating this responsibility, and in spite of the inadequate organization permitted, a very considerable measure of success has been obtained with hardly more power than that which necessarily arises from the dignity of a cabinet office. The Secretary of Labor, through Commissioners of Conciliation, has ably and fairly mediated in many industrial controversies. The large number of settlements peacefully effected is a wholesome indication of the readiness of employers and of workers to utilize the peace-making service of Government in industrial conflicts. The settlements effected have been more numerous by far than the failures, and yet, as so often happens, the occasional failure, rather than the numerous successes, is remembered.

During the war, the department took on a number of new activities, some of which have been retained and more of which ought to have been retained. To meet the needs of the war emergency, the United States Employment Service was developed. This had already existed in embryonic form as a division of the Bureau of Immigration and Naturalization. During the

(Continued on Page 9.)

COAL PROFITS AND UNIONS

Students of our universities are proving that they are advised on modern social and industrial conditions. The following clever article, under the caption, "Profits in the Coal Industry Since 1915," was submitted as class work in economics at the University of California, by Mildred Everett. The interesting manner in which the subject has been treated warrants publication, and is reproduced for the benefit of our Journal readers.

By MILDRED EVERETT

The United States contains fifty-two per cent. of the total available coal reserves of the world; Canadian deposits, which rank next, approximate seventeen per cent. Our exports of coal have never been large; the pay and standard of living of our miners is poor and miserable; but in spite of these facts the price of coal has mounted steadily until it has reached an exorbitant figure. The mine operators contend that any advance in pay to their employes must be reflected in higher prices for coal to the public. In consideration of the great sacrifices required of the miners, during the war period, it is not surprising that they should exhibit a desire to participate in a small percentage of the huge profits made by those who obtained benefits from the nation's extremity.

During a deadlock between miners and operators, William Gibbs McAdoo telegraphed to Harry R. Garfield, Federal Fuel Administrator; "I am convinced that the increases proposed for the mine workers are just and reasonable, but I have grave doubts as to whether the mine operators are entitled to increase the price of coal to consumers because thereof." In the year 1917 many mine owners made shocking and indefensible profits on bituminous coal. I know this because as Secretary of the Treasury, I examined, May '18, their income tax returns to the Treasury. Before deduction of excess-profits taxes, which were less in 1917 than now, these returns showed earnings on capital stock ranging from 15% to 2000%. Earnings of 100-300% on capital stock were not uncommon. . . . If profits were even measurably as great in 1918 as in 1917, operators can well afford to pay the increased wages to the miners and still have perhaps a larger return upon the capital employed in the mines than they are justly entitled to. In behalf of the public, already over-burdened with the high cost of living, I earnestly urge that the bituminous coal operators be not permitted to impose an additional charge for coal until the income tax returns be examined." Mr. McAdoo advises publishing these.

The operators, in turn, claimed his implications to be false and said "his misleading statements and insinuations are the kind of stuff Bolshevism breeds upon." They do not however wish the truth known to the public and recalled a clause of the Revenue Act making it unlawful for a Treasury official or agent to divulge confidential information which comes to him in his official capacity. They asked, "Will William Gibbs McAdoo be able to run for the Presidency if he is in jail?" accusing him of feathering his political nest as an aspirant to the candidacy for United States President. Of course it has since been proven that McAdoo did not aspire to the candidacy and in fact did not want it, but these men seem to care very little for the truth—beyond keeping as much hidden as might be a hindrance to their own selfish schemes. As for the accusation regarding Bolshevism—it needs no answer, for every one knows it is the unscrupulous profiteer who sacrifices the nation's interest to satisfy his greed.

Mr. McAdoo's suggestion of publishing the income tax lists of the great profits is an excellent idea. As the Wilkes-Barre Record says, "The situation gives startling emphasis to the fact that in the labor controversies the public is almost entirely in the dark. The public is threatened with calamity by the stoppage of utilities, yet does not know which is the right and which the wrong side. In controversies threatening national disaster public sympathy would make gouging less easy." Fuel Administrator Garfield speaks of the large income and excess-profits taxes which "were upward of thirty cents a ton in 1918," saying because of this, the returns were not so great. However, the very fact that the income and excess-profits taxes were so great would make us believe the profits big. In any case the people of a Democracy should be allowed to form their own opinions and not have all their decisions handed them "ready-made" with absolutely no knowledge of facts. The Internal Revenue Bureau did publish some general statements, saying the coal operators in 1914 and 1915 lost money considering depreciation of plants and depletion of the cost of value of the coal in the ground. In 1916 all coal companies in the United States began making profit, showing a profit of from ten to thirty-five per cent on capital invested except in the extreme West. In 1917 fabulous profits, the average being from one hundred to one hundred and fifty per cent. on invested capital. 1918, range in the Appalachian was from fifteen to three hundred per cent.; in the Rocky Mountain district it went as high as four hundred per cent. Some operators then claimed to have actually lost money."

It was claimed that the miners were producing less than formerly; that the decrease in production would be still less if they were given the six-hour day; furthermore, that the miner was not troubled with the high cost of living as were other people. The New York Tribune says that from 1917 to 1920 the cost of living to the miner advanced but 2.6%, which is less than that of the carpenter, the bank clerk, the preacher and the laborer in the cities of the State. The miner has no rent problem, no gas or fuel bills but the flat rate charge of one dollar or a dollar and a half a month. It also compares the cost of a doctor's visit to the miner, and to some one in the city. Then it says that the miner pays sixty-four per cent. of his house rent for union dues (This time however, not laying such stress on the fact that he pays "almost no rent"), or more than fuel and doctor bill. (And well he may—it is money well spent.) This may sound very convincing to some, but having spent a large part of my life in mining camps, and knowing something of conditions there, I interpret the facts somewhat differently. In the first place I should not agree that the miner had no rent problem—in general he has a much greater one than the city worker. The city tenant can not be ejected without some trouble to the landlord and at least thirty days' notice, while the miners homes are owned by the company. This furnishes one of the strongest weapons the company has against strikes for the men with their families are immediately forced to leave their homes, and it was not an uncommon thing for families to be turned out in the middle of the night—even in times of illness, and with little children. And as to the difference in doctor's bills, let us consider the difference in doctors. And although a large mine could afford to hire a good doctor—this is seldom the case; they are usually very incompetent. One large mine in particular, I am thinking of. If the men have enough money to go outside and get fixed up after the mine accidents they get well; but if they have to stay there and be treated by the company's doctor (for whose services a couple of thousand men pay about two and a half dollars a month each), they are usually known as "Tennessee Cripples"—the "Tennessee" being the name of the mine. Even correct statements may give false impressions and figures can be used for any purpose. I remember cases where the miners were thought to be getting enormous wages, but the public would have had a very different opinion had they known that the miners had to buy from the company's store,—paying enormous prices for everything, had to sign in blank for everything, and by the time the bill for supplies was deducted from the pay check, little was left of the "enormous wage." The Union has been the one hope for the miner and would be well worth it if it cost twice what it does.

Thirty hours a week seem to make a short working day—to the clerk, or carpenter, or city worker, who spends the time in well-ventilated places, or perhaps even in the sunshine—but it is very different down in the mine, with the gases, heat and stuffy air, to say nothing of the constant danger. However, Mr. George O. Smith, director of the U. S. Geological Survey, says the miners are asking for more work; the average miner's weekly time was very little over twenty-four hours a week. The miner works when the mine is open. It was said that "any industrious man who wants to work can under the present wage maintain a decent American standard of living." Yet here again differences may arise as to what is the "American Standard of Living." We may be reasonably sure, however, that the writer does not wish to accept it as his own standard. And is there any reason why men should enjoy piling up wealth for another man? An Oklahoma miner says, "I dug coal for seventy-five cents a ton when it sold for two dollars and fifty cents. Now it sells for five dollars and fifty cents (at the mine) and we are still paid seventy-five cents a ton."

Following is a table showing the production of coal in the United States from 1915 to 1919. Figures are expressed in thousands of gross tons.

Year	Total	Bituminous	Anthracite
1915	474,660	395,200	79,460
1916	526,873	448,678	78,195
1917	581,609	492,670	88,939
1918	605,546	517,309	88,237
1919	508,000	432,000	76,000

Production for the year 1919 had to be estimated as this table was compiled in November, 1919 (no more recent figures were available). Production was less in 1919 than since 1915 because of the slowness of demand and the car and labor shortage. The coal can not well be stored at the mines, and it is too bulky to permit rehandling between the producer and the large industrial consumer, but must go all the way in the same car whenever possible. It is interesting to note here that the industrial and domestic uses constitute about one half of our bituminous consumption, while the railroads use more than one fourth. Also that the western part of the United States contains more coal, but the real wealth of our coal lies in the Eastern and Interior Provinces.

During the past ten years the production of coal has developed remarkably, showing in 1918 an increase of 32% over the average production during the five years from 1909-1913. The output per man has increased steadily for a considerable period while in Great Britain it declined after 1918.

United States		Great Britain	
Year	Output per man	Year	Output per man
1915	647.	1915	265.
1916	731.	1916	257.
1917	768.	1917	243.
1918	794.	1918	226.

A possible explanation of this is that 37% of the coal in the United States is machine-mined while only 7% in England is so mined. This is due largely to the English miner's dread of being replaced by machines, and also the difference in the English mines which makes machinery impractical.

There was a slowing-up of work in this country in July, 1919, due to any one of a number of reasons, perhaps partly to all. There were not enough underground cars and railway cars; the companies did not wish to see a wasting asset diminishing during an era of excess-profits duty; the railway companies did not wish to spend money on trucks while under sentence of dissolution; or the miners wished to do less work for more pay.

Although our exports have never been large, there is a deficit in production and export throughout the world and it is predicted that the United States will take the place in exporting, which is due her as the location of the largest coal reserves of the world. I tremble to think what the price here at home will be, if we have a world market for our coal. Unless some adequate method of regulating prices is evolved, the price will very probably keep right on going up.

TROPICAL EXPLORATIONS

Dr. H. H. Rusby, dean of the College of Pharmacy of Columbia University, will lead a scientific investigation next May into the unexplored areas of southern Venezuela, Bolivia, Ecuador and eastern Colombia. The enterprise is being financed by a Philadelphia chemical company.

The explorers will attempt to study and bring back for further examination specimens of birds, insects, flora, reptiles, fish and other creatures that abound in those regions. They also will seek new light on tropical diseases, their origin and their cure. The results of the expedition will be given to the world.

Dr. Rusby will be accompanied by Dr. William M. Mann, of the Bureau of Entomology in Washington; Professor E. N. Pearson, ichthyologist at the University of Indiana, and two motion picture men.

Proceeding from New York to La Paz, the expedition will cut across the Andes and follow Indian trails along a route of about 12,000 miles. The trip is expected to take eighteen months.

SEEKING STEEL FACTS

The current issue of the American Labor Legislation Review states that an official inquiry into the operation of the three-shift system in the iron and steel industry has been undertaken by the International Labor Office among all member countries of the League of Nations.

Information is particularly sought with respect to the extent to which the three-shift system has superseded the two-shift system in the iron and steel industry in the most important industrial countries and "the effect the change has had on the quality and quantity of output, on the economic use of plant, on the number of work people employed, on the frequency of accidents and on the interest and health of the workers."

Weekly News Letter

Contributed by the American Federation of Labor

Vets Score Profiteers

At a mass meeting of unemployed, arranged by ex-service men, at Minneapolis, Minn., scathing resolutions were adopted against business interests that applauded the boys in khaki three years ago and now show no interest in their distress.

A program to relieve the unemployed was agreed to and in urging its adoption by State, county and city officials, the meeting declared:

"We do not forget that those who, bandit like, enriched themselves during the war, did not hesitate to join our friends in singing 'Keep the Home Fires Burning,' and that these same profiteers who sang so lustily while we fought are today under the slogan of the non-union or 'open' shop, banded together for the purpose of putting out the fires of veterans and workers who assert their liberty and right to organize for their own protection. Through artificial unemployment they seek to make the hearthstones of the workers cold and their children hungry.

"We fought to make the world really safe for democracy. We fought not only to end the reign of the tyrant of Prussia, but to terminate the era of industrial kings and kaisers here at home.

"Work or fight" was the order sent to us three years ago and we fought and worked. Today we are jobless, while those who sat on the soft cushions bask in the sunshine of California and Florida enjoying the luxuries wrung from the blood of our comrades and our sacrifices."

A Matter of Business

A. R. McGrath, district superintendent of the Western Union Telegraph Company, has forwarded this notice to all managers:

"The slowing up of business has added to the ranks of the unemployed. In our own line we find the 'help' situation very favorable, as there is a surplus of operators, clerks, etc., available. We should now be able to secure new employees at lower ratings than now prevail.

"I notice a tendency on the part of some of our managers to engage new employees at the same rating as is paid old employees who are leaving the service. As you are aware, these ratings were made because of the length of service of the employee involved, together with the high cost of living, which, by the way, is rapidly coming down. In many cases new employees are receiving $76.25 instead of being hired at $60 or $65. These irregular ratings should be eliminated as fast as employees leave the service and new ones are employed. Please acknowledge receipt."

Rail Plan Not Rosy

Defenders of the Cummins-Esch railroad act are less enthusiastic than when the law was passed. Then financial interests were happy. Rates were boosted higher than ever. Interest was guaranteed and the prospects were rosy. People who made contrary predictions were called "croakers," but it would appear that the predictions of so-called pessimists have been verified.

The law is being attacked in the United States Supreme Court, rates have made shipments impossible and the "croakers" include those who defended the act, but now confess that the railroad question is far from settled.

One financial writer says: "Today there is just as much pessimism over the railroad outlook as there was optimism when the Cummins-Esch law was passed.

"The present basis of operation of the railroads is fundamentally unsound and cannot long continue."

Sing Different Tune

A few months ago labor was urged to greater production, and every social ill, including high prices, was laid at the door of "workers who refuse to produce."

These elements are now singing a different tune, as is indicated by this statement by the Washington correspondent to the Annalist, a financial paper published in the city of New York:

"'All dressed up and no place to go' is a phrase which one economist who has been studying conditions in Washington applied to the situation which the over-produced industries, farms and cotton fields found themselves facing with the foreign markets practically closed because of inability to buy."

The correspondent makes no comment on the inability of his own countrymen to buy, but he does state that it is "an undeniable fact that the industries of the Nation are overproduced."

Two Sets of Laws

"We live under two sets of laws, the law of the land and the law of the employer," said John P. Frey, editor of the International Molders' Journal, in an address at Altoona, Pa.

"The pay envelope," said the trade unionist, "determines our condition of living to a far greater extent than the law of the land. It determines the kind of home we shall live in, the kind of clothes we shall wear, the kind of food we shall eat, the kind of education we can give our children, our pleasures and our health largely. Statistics prove that health is largely dependent on the quality and quantity of food consumed and the conditions of sanitation existing in the home and the place of employment."

In defending the trade union movement, the speaker declared that he "would take chances for a square deal with the trade union rather than with a man who would sell rotten armor plate to the Government."

Operators Ignore Agreement

The agreement which ended a strike of coal miners in Alabama is being ignored by the coal owners, according to statements made by the workers' representatives to the commission that is now adjusting differences. The unionists stated that miners are being evicted from company houses and others are denied employment.

The commission was appointed by

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de Sâo Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The recent allied advance into Germany has resulted in renewed activities by the Communists who are advocating a general strike, and urging establishment of Soviets in that country.

Labor conditions in Italy are in a very disturbed condition, according to latest reports. Riots have taken place in several cities and the police have been put in possession of some of the factories.

All legal restrictions for the protection of seals have been removed from the operations of the Newfoundland sealing fleet, which sailed from St. John's, N. F., on its annual hunt. Nine steamers made the start.

Sanitary conditions on some of the Hawaiian sugar plantations were characterized as "horrible" by Chinosuke Yada, Japanese consul-general at Honolulu, who recently toured the islands. As a protest, the consul-general advised Japanese laborers not to strike, but to move to other plantatoins, where living and sanitary conditions were more modern.

At Vancouver, B. C., word has been received from New Zealand that the strike of waterfront workers there had come to an end and shippers were now loading. This will affect the passenger liner "Makura" of the Canadian Australasian line and the steamer "Canadian Winner" of the Canadian Government merchant marine. Both ships were delayed at Auckland by the strike.

Wages in Budapest are only fifteen to twenty times higher than they were in 1914. The cost of living, however, Pedlow estimates at least 100 times higher than seven years ago. "The average yearly income of 5700 employes is 12,000 crowns," he states. "In many instances such a salary is insufficient even to maintain life."

E. J. Jones, international organizer of the Amalgamated Meat Cutters and Butcher Workmen, has declared that unless Montreal packers considered wage schedules presented by their striking employes, he would communicate with all locals from Halifax to Winnipeg to obtain assistance for members in that city. He declared that, if it became necessary, a strike designed to tie up the meat industry throughout the Dominion would be called.

Striking marine stewards are supported by the Australian Worker in their refusal to submit their case to the Federal arbitration court. The strikers are demanding an eight-hour day and they decline to have a question arbitrated that has been accepted in Australia for many years. They claim that the scant justice accorded them in the past by the [illegible] court has caused them to lose faith in that institution.

Three hundred unemployed men marching behind a red banner and a band [illegible] made what they termed "a [illegible] demonstration" at Mexicali to show their need of employment. They ended their parade in front of the office of Governor Rojo, to whom they presented a petition asking for "better conditions." The Governor, who took office only a few days ago, addressed them promising to do "all in his power to help them get work." After the Governor issued speeding the men dispersed.

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If you are an American or want to be one, or if you don't know, get Axtell's book and find out what America stands for today. What are you doing to see that equal opportunity to each Citizen of the United States in this great land, is preserved? The Seaman's Act, the Emancipation Act of seamen, a bloodless victory for the organization of workers, freeing more men than the Civil War of 1865 and without bloodshed, is fully explained in this book. Postpaid retail price, $1.00.

Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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Pacific Coast Marine

The Inter-Island Steam Navigation Company of Hawaii is shortly to place an order at San Francisco for the construction of a passenger steamer, larger than any in the present fleet.

Fremont Morse, engineer of the Coast and Geodetic Survey, has begun a check of all compass stations on the Pacific Coast. He will also inspect the tide-recording instruments along the Southern California Coast.

Reports to the marine department of the San Francisco Chamber of Commerce state that the "West Neris" has been compelled to return to Honolulu on account of engine trouble. The "West Neris" was bound from San Francisco for Manila, and was 170 miles west of Honolulu when the trouble developed.

Estimates have been made by engineers from the Shipping Board as to the cost of improving the ventilation system on the liner "Golden State," the most glaring fault in this and other "535" Shipping Board liners. Pacific Mail officials believe that no time will be lost in correcting this difficulty.

The schooner "Roy Somers" is on the way from Tahiti, for San Francisco, with a cargo of copra. She is one of the oldest and most popular of the schooners in the South Sea trade and her owners are looking forward to a smart passage in spite of the hard luck tales of other vessels coming from that section of the world.

Two steamers of the Alaska Steamship Company's northern fleet, which have been under charter for several months, will soon return to Puget Sound to prepare to resume their runs to points in Alaska. The steamers are the "Juneau," returning from a voyage to Cuba, and the "Redondo," which has been on the coastwise trade between Portland and San Francisco.

The "Freeport Sulphur No. 5" arrived in the port of San Francisco with 5551 tons of sulphur from Freeport, Tex. The cargo is for the San Francisco Sulphur Company and will be used in the spraying of fruit trees and also the curing of fruits. The "Freeport" is a McCormick & McPherson vessel. The cargo she brought is the first large shipment of sulphur that has arrived since last October.

The cargo of the "Steel Inventor" has been unloaded and repairs are being made at Balboa. The "Steel Inventor" collided with the "Woolsley" and sank her about 125 miles north of Panama. She was slightly damaged. The "Steel Inventor" belongs to the Isthmian fleet and the "Woolsley" was a U. S. destroyer. Fifteen lives were lost in the collision. The investigation is being held at present, but no reports have been made as yet in connection with it.

Upon arrival at San Francisco recently from Callao, the motorship Admiral Mayo reported sighting an upturned vessel of considerable length 118 miles southwest of Monterey, Cal. To date no action has been taken by Government officials to tow the derelict from the path of steamships. The upturned vessel is a danger to navigation, and according to the log of the Admiral Mayo is 200 feet long and about 40 feet wide. Opinion prevails in shipping circles that it is the long overdue schooner Harvester.

Insurance circles in New York and Los Angeles are greatly excited over 25,000 pounds of TNT which is stored in the submarine base in the outer harbor at San Pedro. The submarine base occupies a portion of Municipal Pier 1, at which many steamers dock. Insurance men want the explosive removed, declaring it a menace to the dock and to all ships at the dock. The Los Angeles Chamber of Commerce has adopted a resolution requesting Captain Shackford to remove the explosive.

That some of the German ships are becoming white elephants upon the hands of British shipowners is evidenced from the fact that reports from England indicate that British shipowners who bought ex-German steam tonnage from the Reparations Commission have found their capital tied up almost hopelessly. A San Francisco business man, recently returned from England, reported that some of the English owners were attempting to sell some of their tonnage back to the Germans at as low a price as seven pounds.

By failing to renew the "coastwise law" insofar as it affects the carrying of passengers from this coast to Hawaii, and vice versa, the Shipping Board has eliminated foreign vessels from this trade. Extensions had been granted up to March 1 because of the congestion of traffic between Honolulu and the mainland. Most vitally affected by the ruling are Toyo Kisen Kaisha and the China Mail Steamship Company, one of whose steamers, the "Nile," is of British registry.

A further decline in the sensational drop in grain rates from North Pacific ports to the United Kingdom went into effect when the Holland-America steamer "Kinderdyk" took between 6000 and 7000 tons of wheat and flour from Portland at fifty shillings, or about $9.50. The fixture of the Norwegian steamer "Rio Grande" at $10.50 last week, gave a startling reopening to this market, which has been dormant for several weeks, but the rate made by the "Kinderdyk" is even more surprising in view of the fact that this is not a full cargo.

Thorough inspection and verification of all the Pacific Coast compass stations, from the Mexican boundary as far north as Port San Luis, has been begun by Fremont Morse, engineer for the Coast and Geodetic Survey. The work, which will take a month, is being done at the request of the Navy, which desires that the new compass stations be perfectly accurate, so that mariners will have no difficulty in determining their exact position offshore when using the radio stations. Morse will make an inspection of the tide recording instruments along the Southern California coast at the same time.

After having been at anchor in the Bay since December 20, during which time rumors have been in circulation that the vessel would be sold, the sailing ship "General Faidherbe" is to go into the grain-carrying trade between this country and the United Kingdom. The "General Faidherbe" came to this port last December from Marseilles for cargo and since that time has been anchored in the stream off Meigg's Wharf, due to her inability to secure cargo. A large number of vessels are now engaged in the grain-carrying trade between the United States and the United Kingdom, and the "General Faidherbe" will be added to the fleet, which is being operated by a number of individuals and corporations. The home port of the "General Faidherbe" is Nantes.

After almost interminable delays, the first steamer built for the United States Shipping Board in China has sailed for America and will arrive in San Francisco almost two and a half years after the close of the war. She is the steamer "Mandarin," 10,500 tons deadweight, and she departed from Shanghai March 3, according to advices received here. The vessel is in ballast to the Robert Dollar Company, agents for the Shanghai company which constructed the steamer. She will be delivered to the Shipping Board. Shipping men are eager to inspect the vessel and to pass upon the type of shipbuilding done by the Chinese yards. According to advance reports, the "Mandarin" is a handsome, sturdy steamer and a credit to the American merchant marine. Three sister ships of the "Mandarin" are to follow. They are the "Celestial," "Oriental" and "Palanquin." Their delivery will terminate the foreign shipbuilding contracts of the Shipping Board.

Lying safely in the harbor of Copenhagen, Denmark, Captain Walter S. Milnor of Seattle, master of the Shipping Board steamship "Eastern Tempest," and his officers and crew, many of whom also belong to that port, have derived a lot of entertainment from reading in Eastern newspapers how their vessel foundered at sea and how the heroic wireless operator stuck to his post until the inrushing waters forced him over the side. In a letter received at Seattle, Wash., Captain Milnor says the vessel struck a rock off the Atland Islands, but escaped with comparatively slight damage. The ship received temporary repairs at Stockholm, Sweden, and then proceeded to Copenhagen for permanent repairs. Captain Milnor reports that the Shipping Board steamship "Eastern Maid," which was built in Japan and altered in Seattle last year, burned near the Belgian coast this winter. The "Eastern Star," another Japanese-built steamship, is sojourning on a rock off the coast of Finland, while the "Toneset," also a Shipping Board carrier, reposes on the rocks of Haven Island, two hours' run from Copenhagen. The "Ethan Allen" went on the rocks at Narvik.

According to information received by San Francisco shipping circles, inauguration of a fast passenger and freight service, with two 8000-ton liners between British Columbia ports and San Francisco, has been decided on. The reports state that the vessels will be operated by the Canadian-Pacific Ocean Services. It was planned to have the service in operation some time ago, but the move was held in abeyance, due to labor troubles in shipyards of Great Britain. The Canadian Pacific, according to reports, is building four giant passenger boats in British shipyards. It is stated that the C. P. O. is anxious to capture the tourist trade between Canada and California, which has increased tremendously during the last five years. The plans of the new service will extend to Los Angeles. The other two liners building in British yards will be placed in the trans-Pacific trade. According to statements received the two vessels to be placed in the coastwise trade will be the most luxuriously appointed ships plying in this service and will be the last word in ocean liners. In line with the above announcement it was stated that other interests are planning the inauguration of a regular freight service from Vancouver and Victoria to San Francisco and other Pacific Coast ports.

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(Continued on Page 11)

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MARCH 16, 1921.

AMERICAN PLAN DEFINED

If there ever existed, in the minds of organized workers or the general public, any doubt as to the actual meaning of the term "American plan," or "open shop," the subject has been made clear by the National Conference of State Manufacturers' Associations' Convention, which met at the Congress Hotel, Chicago, on January 12th, 1921.

The purpose of this assemblage was set forth in an opening address which demanded the immediate elimination of national adjustment boards; uninterrupted and uncontrolled right to exploitation of immigration, and the full establishment of the "open shop" everywhere. In so far as the convention itself was concerned it was not different from that of the average mutual admiration society, with the introductory platitudes "we have with us today the illustrious, able," etc., etc.; the clearing of pompous throats as each worthy (?) plute proceeded to read his particular speech covering opinions as to what should be done to the wage slave. From the actions of these arrogant representatives of big business it was evident that each individual was obsessed with the delusion that he was Atlas. Therefore, with the weight of the world upon their shoulders they proceeded to agree as to what disposition to make of it. Before the sun was high in the heavens the inordinate desire of these commercial giants (?) was made apparent. All they want is the Earth with an insurmountable fence around it. But they took themselves very seriously when the definition of the term American plan or open shop was under discussion. Big business feels that it has maneuvered to a position where it can disregard the rights of the public and liberties of the workers with impunity. So their meaning is no longer hidden behind soothing phrases. The full import of the American plan or open shop has been set forth in a resolution which is considered a gem of Americanism, as follows:

Whereas, It is recognized as fundamental in this country that all law-abiding citizens or residents thereof have the right to work when they please, for whom they please, and on whatever terms are mutually agreed upon between employe and employer, and without interference or discrimination upon the part of others; now therefore be it

Resolved, That we hereby express our purpose to support these fundamental principles of American plan of employment by the maintenance of the open shop;

Resolved further, We urge upon our members to secure by discussion and education the active support of workers, merchants, bankers, and professional men, and all other elements in their respective communities in favor of American ideals and the open shop.

The "Resolved further" was a bit of wisdom tacked on to the original resolution by one of the employers who was fearful that something might be overlooked in the massacre of trades unionism, or that some of the select might falter in performance of the open shop program unless sufficiently impressed. The amendment resulted in the desired discussion in which it has been elucidated that the path of the wage slave in the United States is to be strewn with thorns. Big business feels that the time is ripe to declare war on labor; therefore its attitude made evident through certain of its representatives. Excerpts from the speech of one of them, Mr. Gillette, follow and they leave no room for the slightest misunderstanding as to what is meant by the American plan or the open shop. Mr. Gillette stated:

To my mind it is a good deal of a question of non-union shop or unionized shop. . . . As I understand the purpose of Mr. Clausen, it is this: that we are going back to our communities and we are going to try to work there and try to stir up an agitation in favor of the open shop. . . .

We have to be very careful, Mr. Chairman, how we, who are advocating what you call an open shop—but what I call a non-union shop—how we deport ourselves in these conferences. There is no reason I can imagine why any manufacturer situated almost anywhere in this country cannot conduct almost any kind of a shop he wants to today with the unemployment which exists, and I tell you there is a great moral responsibility resting upon us now that we have the power. . . .

I will be confounded at this date if I am going to get up here—you can do what you want—but I am not going to get up here, for one, and say I am in favor of the open shop and that there will be no discrimination against union men, because I am mighty apt to do it.

If there could have been a vestige of uncertainty regarding the American plan in the minds of organized workers or the general public before this conference, that doubt has been dissipated by the expressions that emanate from those who represent "big business." They are strongly entrenched; they are arrogant of spirit; they will brook no regulation or interference by adjustment boards. "The public be damned," they intend if possible to smash the organizations of the workers beyond hope of resurrection. Verily these apostles of greed and oppression have set up to themselves false gods in the shape of the American plan or open shop.

The large attendance at regular meetings along the Pacific Coast is slowly but surely bringing to the front a number of members of the Sailors' Union of the Pacific who previously have taken only an ordinary interest in the conduct of organization affairs. This is one of the surest signs for progress. There are always a number of men with real ability who permit their talents to remain dormant during times of peace and quiet, but let the occasion arise and they can be depended upon to meet any emergency. It is the large number of such members with which we are favored that makes the Sailors' Union of the Pacific one of the most successful labor organizations.

SAUCE FOR THE GANDER

In the home of the Better American Federation it appears that some of the city fathers are beginning to show extreme liberality with the funds of Los Angeles taxpayers. The following news item from the United Labor Press of California is enlightening:

Wonders never cease. Two weeks ago the City Council of Los Angeles, by a vote of 7 to 2, complied with the request of the Bitter America Federation and voted the sum of $2000 to be used in investigating the "radicals" in the Labor Movement. Now this same City Council, by a vote of 8 to 1, has voted an additional $2000 to be expended under direction of the City Prosecuting Attorney in uncovering radicals in the business world, especially the agitators of the Bitter America Federation.

The Central Labor Council sent a committee to the City Council and insisted that while "radicals" are being subjected to investigation, the probe be complete. With one lone exception, the councilmen concurred in the plea for "equal rights to all and special privileges to none."

Of course, the scabby Los Angeles Times and the various organizations of union-haters in Southern California are horrified at the "weakness" of the councilmen in "yielding" to the "threats" of the "labor dictators," but the fact remains the investigation is proceeding "50-50," and the silk-hat I. W. W.'s are proving themselves to be as poor losers as they are poor Americans. They are thoroughly sick of their own medicine.

If fair and impartial, as well as thorough investigations were to take effect, the workers of the southern city would have cause for great rejoicing. In view of past performances, however, we are compelled to feel skeptical about final results. If the situation develops true to form there is a probability that the whole $4000 will operate one way, in accordance with the desires of the anti-unionists. There is also a good chance that the actual expenditure for investigating will be a very small percentage of the amounts appropriated, which often happens in the conduct of such matters.

This latter result is much to be desired, inasmuch as it might have a salutary effect upon those long-suffering citizens who foot the bills.

LABOR LOSES A FRIEND

Mary Macarthur, general secretary of the British Women's Trade Union League, whose recent death has deprived the labor movement of one of the most respected and devoted champions of protective labor legislation on either side of the Atlantic, was long an able and active participant in the councils of the Association for Labor Legislation, says an editorial in the current issue of the American Labor Legislation Review.

A tribute in the Official Bulletin of the International Labor Office of the League of Nations says: "The International Labor Organization has lost a true friend in Mary Macarthur. Although engrossed in the British labor movement, and especially in the organization of women workers and the promotion of laws for their protection, she had the wide vision of a statesman and never lost sight of the importance of the international spirit. As soon as the ideas of the International Association for Labor Legislation penetrated to England she became a member of the executive committee of the British section. . . . Mary Macarthur could not attend a conference without leaving her mark upon it, nor without exerting a permanent influence

upon the friends and acquaintances she made."

In her several visits to the United States within recent years, and as one of the advisers from Great Britain to the Official International Labor Conference at Washington in 1919, she made many warm friends who were inspired by her sincere and intelligent interest in the progress of protective labor legislation in America.

Whenever a worker's wages is cut he is informed by some carping hypocrite that it is one of the essentials of the period of readjustment; that labor and capital must both become subject to the reconstruction. In the ranks of big business profiteers have made stupendous gains during the war, all of which have been salted away to such extent as to seriously impair industry. What Cant! If the readjustment shall be downward, and wages fall with prices to lower levels, it means that the conditions of the workers must deteriorate, while the profits coined from the miseries of war will have added value for the profiteer.

All indications suggest a well-organized and determined effort of big business throughout the world to dominate governments and policies of the people. As a means to this desired end, destruction of the workers' organization is regarded as essential.

Evidence is not lacking that a ruthless drive on labor is about to be launched, the scope of which is not only nation- but world-wide. Therefore, the international solidarity of labor must be accomplished as a natural defense against oppression.

Marine engineers and others interested in mechanical engineering are registering in the course of study of the Diesel engine, which the University of California Extension is giving. The class meets at 1337 Sutter street, San Francisco, on Monday and Wednesday evenings at 7:30 o'clock. Carl G. A. Rosen, of a local concern which makes Diesel engines, is the instructor in the course.

Registrations are being received for the class at the San Francisco office of University Extension, 140 Kearny street.

The lectures will include a discussion of internal combustion engines, the general theory of heat engines, as applied to Diesel engines; information regarding stationary and marine Diesel engine installation, and a particular study of the various parts of the engines.

The increased use of the Diesel engine on land and sea has created interest in this technical University Extension course.

At the hour of going to press we are confronted with evidence of a condition of extreme industrial unrest throughout the country. The lower-paid, unskilled and unorganized workers everywhere are being subjected to a cut in wages. Railroad employes are preparing to resist the demands of the operators for a revision downwards, and the packing industry shows a chaotic condition prevailing. Samuel Gompers, president of the American Federation of Labor, is hastening to Chicago to discuss the situation relative to the packing industry with the international officials of nine trades employed in stockyards and packing houses, with the possibility of a unified strike.

A TIMELY RESOLVE

The following is a text of the resolution which was adopted by the United States Shipping Board at a meeting on March 3, 1921:

Whereas, A hearing was granted the International Mercantile Marine Company by the United States Shipping Board with reference to a certain agreement dated August 1, 1903, between the Commissioners for Executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland and the Board of Trade (for and on behalf of His Majesty's Government), the International Mercantile Marine Company and certain British companies, which said agreement provides among other things:

(a) "The term 'the association' hereinafter used means the parties hereto of the second and third parts and also includes any other company, corporate or unincorporate, partnership, body, or person, whether British, American or other foreign which by any arrangement is admitted to or brought under the control of the association or any of its constituent parts for the time being;"

(b) "Par. 8. If at any time hereafter during the continuance of this agreement any other company, whether corporate or unincorporate, partnership, body or person, whether British, American or other foreign, shall be admitted to or brought under the control of the Association or any of its constituent parts for the time being, the association shall give notice thereof to His Majesty's Government and shall furnish all such particulars with regard to terms, parties or otherwise as the Government may reasonably require."

(c) "Par. 10. This agreement shall have effect for 20 years from the 27th of September, 1902, and shall continue in force thereafter subject to a notice of five years on either side (which may be given during the continuance of this agreement), provided that His Majesty's Government shall have the right to terminate this agreement at any time if the association pursue a policy injurious to the interests of the British Mercantile Marine or of British trade."

(d) "Par. 12. In case of any difference as to the intent and meaning of this agreement or in case of any dispute arising out of this agreement, the same shall be referred to the Lord High Chancellor of Great Britain for the time being whose decision whether on law or fact shall be final."

and

Whereas, It was developed at said hearing that although said International Mercantile Marine Company is owned practically in its entirety by citizens of the United States, yet that certain contract and agreement, dated August 1, 1903, together with certain agreements supplementary thereto between the parties above stated is regarded by the United States Shipping Board as inimical to and not in harmony with the policy of the United States of America with respect to the development of its trade and commerce and merchant marine, and at variance with both the letter and the spirit of the Merchant Marine Act, 1920.

Resolved, That the International Mercantile Marine Company be, and it is hereby requested and directed by the United States Shipping Board to so amend the said agreement of August 1, 1903, together with agreements supplementary thereto as to exclude therefrom any and all vessels documented under the laws of the United States, to the end that said agreement and supplements thereto shall not be allowed to affect or apply to the ships operated by said International Mercantile Marine Company at any time under the flag of the United States of America; and be it further

Resolved, That said International Mercantile Marine Company advise the United States Shipping Board of its conclusion with respect to this resolution.

SICKNESS IS COSTLY

An investigation of the records of 143 manufacturers, employing 77,000 workers during the latter part of 1919, shows a monthly sickness average of 19 cases per thousand, reports the New York State Industrial Commission. The total number of cases of sickness lasted from three days to six months, and was 8,761 for the half year. The lost time was 84,665 days. The average loss of each case was 10 days' working time and $36.73 in wages. This investigation, the commission states, can not be compared with other investigations, as only able-bodied adults were considered.

Fear always springs from ignorance.—Emerson.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Mar. 14, 1921. Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping dull; members ashore plentiful.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary pro tem.

Vancouver, B. C., March 7, 1921. Shipping very dull; prospects uncertain.

R. TOWNSEND, Agent.

153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, March 7, 1921. Shipping dull; prospects medium.

H. L. PETTERSON, Agent.

2016 North 30th Street. Phone Main 808.

Seattle Agency, March 7, 1921. Shipping dull.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, March 7, 1921. Shipping very dull; prospects poor.

CHAS. OLESEN, Agent.

P. O. Box 280. Phone Main 557.

Portland Agency, March 7, 1921. Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

88½ Third Street. Phone Main 6013.

San Pedro Agency, March 7, 1921. Shipping dull; prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, Feb. 28, 1921. Shipping slack; prospects uncertain.

JOSEPH FALTUS, Agent.

P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Mar. 9, 1921. Shipping slow; prospects uncertain.

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, March 2, 1921. Situation unchanged.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, March 2, 1921. Shipping medium.

FRANK DEAN, Agent.

336 Worcester Building, 68 Third Street.

San Pedro Agency, March 2, 1921. Shipping fair for cabinmen and galleymen.

JOSEPH MACK, Agent.

613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Johan Bengtsson, No. 1261, a native of Sweden, age 43. Died at San Francisco, Calif., March 11, 1921.

Edward J. Carson, No. 1691, a native of Scotland, age 42. Died at Vancouver, B. C., March, 1921.

Thomas French, No. 977, a native of Ireland, age 53. Died at Seattle, Wash., March 1, 1921.

Oscar Johansson, No. 139, a native of Sweden, age 38. Died at Seattle, Wash., March 7, 1921.

Damage amounting to a few thousand dollars was done to a shipment of tin plate in the hold of the Williams Line steamer "Wilpolo," in the voyage from New York. Loose rivets permitted leakage from one of the fresh water tanks into the lower tiers of one hold. Although both the cargo and the vessel were fully insured, the steamer was libeled for $30,000 by Balfour, Guthrie & Company, the consignees. Bond was immediately arranged by J. W. Chapman, Pacific Coast agent, and the vessel got away for the north. Some difficulty was had with the crew while the vessel was berthed at Oakland, because of the difference between wages on the Atlantic and Pacific, occasioned by an attempted reduction by the operators of the "Wilpolo" of $15 a month on the East coast.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

MODERN SEAMANSHIP

The result of the referendum vote of the affiliated Seamen's Unions on the Atlantic and Gulf Coasts, in reference to the Report of The Committee on Policies and Education of the 24th annual convention of the I. S. U. of A. on Seamanship, Skill and Efficiency in the American Merchant Marine, is not yet known. We do not care to anticipate the returns on the ultimate adoption of the report by all the Unions interested; we are not apprehensive.

The interested attitude of scores of individual members, as manifested by their remarks in debating the subject in the various meetings at which it has been discussed, has been most gratifying to all who favor the plan.

The one deterrent factor most likely to shelve this interesting and important proposition at the present juncture is the general business stagnation, great number of unemployed members, and the imminent danger of controversy with shipowners over the wage scale after May 1.

The desire to economize in the present crisis is a natural and sensible one.

The present is not the best time in which to introduce new and expensive educational projects that cannot result in immediate material improvement or financial increase to the Unions involved.

Nevertheless, the vocational training plan has been favorably received and ably and seriously discussed from every angle; and there can be no doubt as to its ultimate adoption as an important part of our educational policy as an American maritime organization.

Shipowners Derive Benefits

The American shipowners have never spent a day or a dollar on the training of their crews.

Nevertheless, in their present efforts to extinguish American sentiment from the merchant marine, they modestly petition the government to maintain free training ships and nautical schools at public expense, while they proceed to exterminate American seamen for private profit.

From the year one in the Age of Reason training ships and nautical colleges of all kinds have always proven worse than useless for practical instruction in any grade of skilled seamanship.

We have been shipmates with many of these training ship recruits, and the longer they had been "trained" the more we pitied them, and the more we were to be pitied ourselves for our own misfortunes.

The boys are not to blame, they are only the victims of an aimless and inefficient system.

It has been well and wisely said, "the place to train seamen is at sea."

Past Days Recalled

In sailing ship days, on the long reaches of five or six weeks on every passage north or south, while we sweated through the brimming trades, or even when hove too under a goosewinged maintopsail in the middle latitudes, there was abundant time and opportunity for a capable, ambitious boy or youth to acquire at first hand, and under the most favorable conditions imaginable, at the hands of skilled and conscientious instructors, every known wrinkle in practical seamanship, marlinspike and palm and needle work.

But now in the modern steamship era, the opportunities for practical training among seamen in actual service have been reduced to a neglible factor.

The usual runs at sea are short; the crews are also short, with never a man too many for what there is to do, and no time or inclination to teach or train novices. The seamen, too, are of an entirely different type from those who manned the three skysail yarders of yore. Those men (the regulars) were to the manner born who took pride in the arts and traditions of their chosen calling, regardless of personal advantage or distinction, and took an honest pride in demonstrating the practical utility and artistic beauty of their handiwork and transmitting it to their successors. Posterity they had none. God made sailors one at a time and endowed them with natural aptitude suitable to their needs.

Commercialism creates them by the multitude and trains them by machinery.

As a general proposition, when the machinery goes "dead" so does the sailor, for he has learned to think in mechanical terms and work accordingly.

Past Methods Obsolete

Steam has simplified seamanship and nautical equipment, but has intensified the need of class efficiency. The ancient arts and practices of windjammer days are, for the most part, unappreciated by modern seamen because they are non-essential in modern equipment, but their fundamental principles can never be departed from in actual sea service.

The modern sailor knows nothing about turning in deadeyes, setting up lanyards, crosspointing sheerpoles, coxcombing ringbolts or making fancy bunt-gaskets. The modern sea cook does not need to learn anything about making "cracker hash" or "dog'sbody" or "dandyfunk," or how to weigh out short rations to a starving crew. The less he learns about those ancient abominations of hellship days the better for the service. He is here to cater to the gastronomic requirements of civilized men. not to mess up hog feed, dump it in wooden kids and slam it on the floor of the cattlepen for abject slaves.

The marine firemen have developed a special calling of their own, and it should be improved and dignified by the attainment of high skill and expert practice that will lead its best devotees and foremost followers into the engineers' department.

It is, therefore, highly desirable that in all marine departments the unlicensed seamen should undergo special training that will make them experts in all up-to-date and approved methods of their crafts.

The old codgers as well as the younger generation of seamen will find much to learn that will be beneficial by a special course in modern scientific principles of applied technical, mechanical or culinary practice.

When it has been clearly established that the most expert and best qualified seamen in the world are graduates of the Union vocational training schools, and that certificates issued under authority of those schools are guarantees of conscientious training and expert efficiency on the part of the holders; Union seamen will be in highest demand in all branches of maritime service and non-Union seamen will know where to secure skilled instruction and develop profitable efficiency.

Vocational training is destined to become one of the chief bulwarks of the Seamen's Unions, of that we feel assured.

J. H. W.

WAGE AGREEMENTS VS. CHAOS

In a recent issue of the JOURNAL we referred editorially to the declared intention of the American Steamshipowners' Association to reduce seamen's wages, eliminate overtime pay and discontinue all agreements with the Seamen's Unions after May 1, 1921.

In formulating this arbitrary program, the organized ship operators of the Coast, and of the country, consider no interests but their own.

The public welfare, the rights and requirements of seamen, or the future development of the American Merchant Marine, does not enter into their calculations.

In dictating terms of industrial order in the operation of the American Merchant Marine for the people of the United States, they demand the immediate withdrawal, and absolute surrender of all Shipping Board tonnage to their control, on their own terms, without reserve.

They further demand an immediate increase in the salaries of all clerks and inspectors, paid by the government, while insisting upon a European rate of wages for American seamen, paid out of the proceeds of over-sea traffic, at the same time. The inconsistency of their attitude thereby becomes manifest.

"The sea is ours, and we made it, and our hands fashioned the Merchant Marine!" Such appears to be the arrogant assertion of the entrenched shipowners, in pronouncing their imperialistic ultimatum against the seamen, the Shipping Board and the people of the United States.

The American Steamshipowners' Association threatens to enforce this ultimatum by locking out organized American seamen and replacing them with foreign mercenaries, cutting rates, as well as wages, to European levels; to oust Shipping Board vessels, and precipitate a nation-wide marine strike, and general maritime chaos, if necessary, in order to impose their arbitrary demands upon the country.

Whatever may be our personal opinions of the organized shipowners and their treasonable plotting, we must confess that they are brutally frank in their domineering attitude toward all other interests concerned.

Profiteers Might Err

It is evident from their overbearing and non-compromising pretensions that

The American Steamshipowners' Association imagines that it now holds the whip hand, and taking advantage of prevailing commercial and industrial distress the world over, but with an eye single to future improvement, is determined to demand the lion's share, which is nothing less than the whole carcass, while nothing appears strong enough to restrain its power.

But it may turn out hereafter that the Shipowners' Association has been fondly figuring without its host.

What will it avail the American Merchant Marine to reduce seamen's wages to a level of five pound five, if the British shipowners, by taking thought, suddenly retaliate by reducing them to two pound ten? Such things have happened before in the course of maritime history, and will assuredly happen again if American shipowners commence wage cutting. As a low wage nation, America can never hope to compete with European countries, much less with the rice-fed coolies of India and China that figure so prominently as "British" seamen.

If American shipowners treacherously break the existing rate agreements to oust the United States Shipping Board, what guarantee have they that the foreign shipowners will not break all agreements, and all previous records in cut-throat competition, in their intense eagerness to oust the American Merchant Marine in toto? An avalanche, once started, can never be stopped until its errand of promiscuous destruction has been completed, and to cut either wages or freight rates in the American Merchant Marine in the present crisis in the hope of offsetting foreign competition, would simply be lending valuable aid and comfort to our most inveterate maritime enemies.

The correct way, the logical and only honorable way to offset foreign maritime competition, and cheap commercial aggression in the United States, is for all interests to unite in upholding American conditions by enforcing American laws enacted in support of those conditions. We have repeatedly pointed out in the columns of the SEAMEN'S JOURNAL the grave national danger involved in permitting foreign ships to engage crews in United States ports at ridiculously low wages by simply violating the maritime laws of this country, by the practice of outlawed and criminal methods.

Seamen Combat Danger

The Seamen's Unions have made every effort, and expended many thousands of dollars in prosecuting foreign shipowners for these violations, and in endeavors to compel conformity with the spirit and text of American Statutes. But, far from aiding us in our patriotic and laudable attempts to compel respect for American laws among foreign competitors, the American shipowners have constantly encouraged foreign contempt for our Maritime Laws, by openly denouncing their provisions and ignoring them wherever and whenever possible.

The American Steamship Owners' Association has all along been pursuing a foreign policy, and obviously with an ulterior purpose in view.

Reviewing their conduct, as well as their candor, it appears to be the settled determination of the Association to acquire full control of the entire Merchant Marine, and then turn it over to foreign management and exploitation under the onus of coolie labor.

There is absolutely no other sane or logical conclusion to be deduced from the persistent, and consistent anti-American attitude maintained by the organized shipowners of the United States during the past six years.

In conclusion, let us repeat the assertions made on this subject last week. The American Merchant Marine is public property, built with public funds at a staggering sacrifice, both in labor and treasure, for our national glory and enterprise, and maritime defense. It has been manned by the mothers and fathers of American manhood with their own flesh and blood, and dedicated to the national service for all time.

All plans relative to the future development or disposition of the Merchant Marine must, therefore, be discussed from a national viewpoint, and not from the narrow concept of the Temple of Mammon at 17 Battery Place, New York.

The love of Gold inspires treason, but love of country exalts men's souls.

JAMES H. WILLIAMS.

THE DEPARTMENT OF LABOR

(Continued from Page 1)

summer of 1918, the United States Employment Service was hastily built up to deal with the emergency shortage of labor. The service had many of the defects of an emergency undertaking. Some of the appointments were unwisely made, but, when all the discountings are taken into consideration, it is still true that the United States Employment Service responded to the needs for which it was created. These needs, although acute sensed during the stress of war, are none the less persistent, as every industrial country except the United States well recognizes. At the end of the war, Congress "economized" by refusing to appropriate adequately for the service. It is now a mere shell, and yet during this season of depression and unemployment it is needed sorely. Money invested in it would be returned to the country manifold. The Department of Labor shares responsibility with Congress for the present plight of the Employment Service. For it is undeniable that some appointments were made on other grounds than technical fitness for office. The present is an admirable time for correcting these mistakes. An employment service is one of the essentials in any adequate Department of Labor. Until the United States possesses such an organization it would be impossible to deal with issues as fundamentally significant as unemployment. The present department bequeaths to its successor a small employment service, and a large body of experience. It has rendered wise building for the future easy of attainment.

It is needless, in a cursory review such as this, to examine in detail the wartime agencies of the department which have not been kept up. Two other organizations, however, have carried on, although one of them has been reduced almost to the vanishing point and the other has been treated so stingily by Congress that it has never been given a real opportunity to function. The Bureau of Industrial Housing is still in existence, although it is but a vestige of its former self. At the present time, Congress evinces no burning desire to go further into the housing field, although the shortage of houses was never more acute in this country. England, in contrast, has, of course, kept up and developed extensively its national housing program.

The Women's Bureau, inaugurated during the war under the leadership of Mary Van Kleeck, and now continued under the guidance of Mary Anderson, has so far been retained, although on a ridiculously inadequate basis. The present Congress seems inclined to name $2,000 a year as the upper limit of salaries paid in the bureau, the one exception being the salary of the chief. It is well nigh impossible to obtain competent economic students at any such salary. In spite of this, with its limited appropriation, the Women's Bureau has done important and intelligent work. Its recent study of The New Position of Women in American Industry is extremely valuable. The bureau lives, it has been cynically said, because Congress felt impelled to give something to women, following the adoption of the suffrage amendment. If, however, the size of the appropriation given the Women's Bureau is a measure of Congress' appreciation of the importance of the enfranchisement of women, it is fair to state that woman suffrage is not taken too seriously on Capitol Hill.

The Department of Labor has also been involved in a number of other undertakings. Not least of these was the association of the Secretary of Labor with the President's Industrial Conference whose report was discussed in the Survey for March 27, 1920. So far Congress has failed to act on the recommendation of this conference. The department also stands sponsor for a number of policies which some time will call for action. Among the most significant of these was the recommendation of the department that the transportation in interstate commerce of private troops or private police or armed guards, whether by employers or strikers, be forbidden. Few issues are more serious than that of the unregulated use of private guards in industrial conflicts. Police power is essentially a function of the State. And yet, so far, this evil, which is corrupting and destructive, has been neglected.

In his final report, Secretary Wilson has made fifteen recommendations to the present and to future Congresses. These include the development of the United States Employment Service so that "no wage-earners shall vainly want for profitable work, while profitable work anywhere waits in vain for wage-earners"; the utilization of public lands and community credits so that wage-earners may be given opportunities for co-operative self employment; legislation relative to the adjustment of seasonal to non-seasonal industries; the promotion of the training of wage-earners within their indstries for the purpose of making their employment more profitable to themselves and their work more useful to their employers and to the public; the maximum national protection for women and children of underpaid wage-earners; the perpetuation of the Division of Negro Economics; the development of better immigration policies; the provision of higher pay for competent and industrious employes of the department; and a legislative consideration of the program of the President's Industrial Conference.

No review of the work of the Department of Labor would be adequate without some reference to Louis F. Post, the assistant secretary, who, at various times, has been the acting head of the department. Mr. Post is a Democrat of the old school. During recent months when, in the hysteria following America's participation in the war, so many important elements in the American system of constitutional liberty have been in suspense, Mr. Post has faithfully upheld the tradition of liberty, and he has extended the protection of the law to many humble and friendless aliens. His attitude has been challenged by many, but as the blood of this heated season tends to cool, his difficult role will probably be more and more appreciated. It is never an easy task in a time of excitement to uphold the rights of "foreigners." Mr. Post has done this difficult thing. In so doing he has contributed generously to the record of the Department of Labor.

The first formative period of the department is practically at an end. A new Administration is at hand. The work of the pioneers has been accomplished. Much of it has been of a rare standard of efficiency. Most of it has been animated by the large and distinguished sense of fairness which is the predominant trait of the first Secretary of Labor. It is not a flawless record. Unwise appointments have been made and some incompetent officials have been kept in office, but human organizations are seldom perfect, and if at the end of the next eight years, a new Department of Labor achieves as much, proportionately, as has been done since 1913, the country will profoundly be its debtor.—The Survey.

LABOR COMPULSORY IN BULGARIA

Bulgaria has passed a law by which labor is obligatory both for men and women. This labor can be utilized in many ways, including the construction of roads, railways, canals, aqueducts, improvement of rivers and streams, installation of telephone and telegraph lines, preparation of various building materials, the planting and exploitation of forests, work in the various domains of the State, districts, or communes, cultivation of kitchen gardens, raising of silk worms and of bees and cattle, fisheries, work in mines and factories, conservation of food products, weaving, etc. The proponents of this law claim that demobilization of the Bulgarian army renders it necessary.

Always demand the Union Label!

WASHINGTON LETTER

(By Laurence Todd)

Reaction Is Rampant

While the British labor movement and other labor organizations of Europe were lining up in support of the Council of Action of the British Trade Union Congress, in efforts to prevent initiation of another great war in Europe by the French armies of occupation; the coterie of old guard politicians completely surrounding President Harding were rejoicing in the prospect of an anti-labor man in the post of Secretary of Labor for the next four years. They felt sure up to the hour of the announcement of Harding's choice. And what was the executive council of the American Federation of Labor doing at this fateful hour?

It was in session at headquarters discussing the exact language in which it was to damn forever as "radical and revolutionary" the International Federation of Trades Unions, with its 26,000,000 working class members in Europe.

It is unnecessary to state that such employment of its time by the executive council is due to the personal programs of a few members, rather than to any demand from the rank and file of the A. F. of L., and it does not in any degree reflect the views of the Unions or Central labor bodies; which everywhere, week by week, prove their sympathy with the progressive policies of the workers of Britain, France, Belgium, Italy and Scandinavia. It does not reflect the will of the organized railroad workers, who have no spokesman in the executive council of the A. F. of L. It is not labor's last word by any means; but it does explain why there is nobody in Congress today who considers the protests of the A. F. of L. as being worthy of a second thought.

In the statement proposed by the council and ratified by the executives of the national and international unions in conference at Washington recently, there was included a paragraph assailing "European radical fanaticism." When that language was read to the conference, Johnston of the Machinists protested, saying that organized labor knows who its enemies are in this country; that these enemies are the anti-labor employers and their associates; that we do not know the situation in Europe and had better leave the disputes among European workers to their own adjustment. But he was voted down as a dreamer of dreams.

Quick-steps to Slavery

On the other hand, and as showing how far the anti-radical trend can lead a body of conservative workers, an anti-labor newspaper in Buffalo has published a resolution adopted last December by "Steam Fitters' Union No. 665" of Buffalo, claiming affiliation up to that date with the United Association of Plumbers and Steam Fitters, in which they denounce the A. F. of L. and their own international as holding "unsound principles and theories on American doctrines." The local therefore resolved to withdraw from the international, to stand for the "open" shop, and to pledge to the boss increased production.

This gem-example of co-operation in American labor is being sent broadcast, of course, by the "open shop" propaganda bureau in Indianapolis, and is hailed with delight by editors who have been waiting for a safe pretext to hit at the alleged radicalism of organized labor in their own communities. Here is a morsel from this treat:

"Whereas, Our international body is affiliated with the American Federation of Labor, an organization largely if not totally controlled by men apparently devoid of any understanding of economics, or of respect for the laws of America." And this among other resolves:

"That we, Local Union No. 665, use every fair means possible to maintain present wage scales and hours of labor, confidence in our ability to do this being based upon the belief that the increased production our freedom from outside dictation will enable us to deliver, will mark all the reduction in costs our employers can fairly ask for the time being."

As the Buffalo Commercial truly says in its description of this affair, "Such a declaration was probably never before promulgated by any organization of workingmen," especially in its statement that it "unreservedly endorses the principle of the American Plan Open Shop, and pledges the combined effort of our membership to the upholding and extension of that policy."

Passing the Buck

Here, then, is a local of the Steam Fitters seceding and declaring that it wants to work harder and is satisfied with the non-union shop, and denouncing the American Federation of Labor as a lawless and un-American organization. And the executive council of the A. F. of L. just as earnestly denounces the radicals in the American movement and the Amsterdam International as being dangerously "revolutionary," while the Amsterdam International holds the sections of the European and Asiatic labor movements that take their inspiration from Moscow to be, in their turn, too dangerously revolutionary. Meanwhile each of these elements returns the compliment by pointing to its accuser as a reactionary, or an enemy to the working class.

Europe for Solidarity

War clouds gathering over Europe will have a tendency to make workers in that part of the world forget their differences and try heroically to stop further slaughter. George Lansbury of the London Daily Herald says that a military conquest of Germany by the French government on the issue of war indemnities will result in general revolution, and that the outcome may even be a communist triumph—which he would dread.

Workers Save the Race

One reason for the willingness of British labor to risk the charge of treason in stopping a new war over the spoils of the last war is seen in the official admission by technical officers of the army that women, children and all domestic animals must wear gas masks if they are to survive the poison-gas attacks which will come in any future hostilities. Two tons of the poison gas now perfected in American laboratories, if fed from a pipe under the end of an airplane, will kill all animal life for a distance of a hundred feet on either side, and for a distance of seven miles of the flight of the machine over a city or an army.

It is a war of this sort—universal extermination—that is so lightly discussed by politicians when they try to put appropriation bills through Congress and when they stir up quarrels between irresponsible governments of helpless peoples. From these horrors the working class organizations of Europe turn with hope to almost any form of revolutionary protest.

Hatching Devilish Plots

Albert B. Fall of New Mexico, the new Secretary of the Interior, is the foremost champion of war against Mexico. It is reported here that he will soon become Secretary of State. His friend, Fletcher, who wants war against Mexico, is Undersecretary of State at Fall's suggestion. Secretary of War Weeks and Secretary of the Navy Denby are in close sympathy with Fall. Nothing short of a miracle can prevent the group now in the saddle from riding thousands of American soldiers to their death in the deserts of Mexico.

That miracle can be worked by the will of organized labor in the United States. Mass meetings and resolutions and instructions to every spokesman of organized labor can prevent this war of conquest upon a friendly neighboring republic. Every public official should receive these resolutions.

Whether consciously or not, the politicians who came in with Harding are afraid of the day when American labor will strike back at them for the terrorist tactics they and the employers throughout the country have adopted. They want a big army with which to keep organized labor "in order." A war of conquest of Mexico will give them this army for two or three years, and incidentally will enable American oil corporations, centered in Wall Street, to capture the Tampico oil fields.

MINNESOTA ADVANCES

The State of Minnesota has given to labor direct representation at the head of the Labor Department. The Legislature has abandoned the old plan of a single headed labor department and has enacted a law which creates a State industrial commission to administer workmen's compensation and all other labor laws.

The commission, to consist of three men appointed by the governor, will provide for direct representation of both employers and workers in labor law enforcement. Labor representatives declare this is a significant forward step, coming at a time when reactionary efforts are being made in some States to undermine protective labor laws by destroying the industrial commission and "politically reorganizing" the Labor Department so as to deprive labor of effective participation in the administration of laws for its own protection.

The adoption of the industrial commission form of administration by Minnesota follows an investigation by a legislative committee which visited the capitols of most large industrial States. Sponsors of the measure declare that the State industrial commission does away with the danger of partisanship, both political and industrial, at the head of the Labor Department and point out that it insures co-operation of all interests affected, now required for effective administration of modern labor legislation.

AN EXTENSIVE REPORT

Commissioner Joseph N. Teale in a report on the operations of the U. S. Shipping Board recently concluded with the statement that "Economies can be effected, efficiency can be increased, but after making all allowances therefor, the country is still faced with the fact that to establish and maintain an adequate merchant marine, as directed in the act, it must pay directly or indirectly a large sum each year."

The report is one of the few comprehensive statements ever issued by the Shipping Board.

Among other figures the report shows the following:

Total amount received from inception up to January 1, 1921, $3,475,275,716.

Vessels owned or controlled January 1, 1921, 1684 of an aggregate of 10,840,707 deadweight tons.

Vessels under construction at that date, 76 of 791,700 deadweight tons.

Value of miscellaneous properties, $773,-087,104.

Estimated liabilities, including amount due to complete shipbuilding program, $359,120,789.

Vessels in service January 1, foreign, 954; domestic, 65.

Cost of repairs and physical maintenance during year of 1920, $73,441,546.

Vessels tied up, July 1, 1920, 88 of 340,690 tons, or 5.84 per cent. of total; January 1, 1921, 468 of 2,162,565 tons, or 27.81 per cent.; February 1, 513 of 2,349,267 tons, or 30.59 per cent.; February 23, 467 steel vessels of 3,000,000 tons (does not include wooden vessels as in previous dates, or one-third of total steel fleet). In addition at the last date there were 122 steel vessels idle.

Results of operations, July 1, 1920, to January 1, 1921: Operating revenue, $226,413,135; operating expense, $191,131,-433; operating profit, $35,281,701; overhead and tie up charges, $9,618,699; amount received over out-of-pocket cost, $25,663,-002 (no allowance for depreciation, insurance or interest); average tonnage employed, 8,185,860 deadweight.

Estimated results of operations, January 1, 1921, to July 1, 1921: Operating revenue, $90,000,000; operating expenses, $11,225,-896; operating loss, $21,225,896; overhead and tie-up charges, $16,894,268; out-of-pocket cost over receipts, $38,120,164 (no allowance for depreciation, insurance or interest); average tonnage employed, 5,800,000 deadweight.

Payroll, January 1, 1920, 11,165 employees, $21,678,733; January 1, 1921, 7622 employees, $15,345,509.

Ships sales, 1920, 246 vessels of 735,460 tons; price, $298,041,251; paid, $120,067,796; unpaid, $167,896,150; past due, $11,943,206.

Estimated total funds to meet all requirements during calendar year 1921, $395,245,522.

As we contemplate the progress of trade unionism among the workers of the world even the millennium seems not impossible of attainment.

As we see in the rainbow the harbinger of fine weather, so labor may see the glories of its future through its tears.

UNFRUITFUL EFFORTS

Jim Taylor of Utah, Idaho and points west, is a cattleman from the heels on his boots to the crown of his Stetson which rises four or five inches above his perspiring brow. When he wants to go anywhere he rides; walking he regards as an insult to tender feet and expensive boots. Recently he sailed for England to dispose of a shipment of polo ponies.

He booked passage on one of the palatial Atlantic liners, but once on board he was thoroughly unhappy. No, he wasn't sea-sick. Cow camp grub and pitching ponies had given him a stomach nothing could disturb.

"What I need is exercise," he moaned to an English acquaintance who had crossed a dozen times. The Englishman suggested there was ample room for brisk walks along the spotless decks. His suggestion was received with a look of scorn and loathing, and the information by exercise, Jim meant exercise in the saddle. Without a word the Englishman led him to the ship's gymnasium and pointed to a contrivance bearing a saddle.

"That machine," he said, "will duplicate any motion you can possibly get while riding a horse. All you have to do is get on and press one of those buttons."

"Whoopee," yelled Jim. "Gear her high, for I sure aims to ride wide and handsome." He surged into the saddle and the Englishman fled.

A half hour later the Britisher again found Jim leaning disconsolately on the rail.

"Did you have a good ride?" he asked.

"Naw," replied the westerner. "I rode that machine on everything from a fox trot to a gallop but I didn't arrive nowhere."

Failure to save a regular portion of what they earned and invest it safely in sound securities has placed thousands of people on the riding machine. They get all the bumps, all the jars, all the chafing and soreness they could acquire in covering a financial life road, but they never arrive anywhere. If you are working for exercise, you can afford to spend all you make. If you are working to arrive somewhere, put a certain part of your pay every week in Government Savings Stamps and Treasury Savings Certificates.

WEEKLY NEWS LETTER.

(Continued from Page 3)

Governor Kilby after every attempt by big business failed to break the spirit of the coal miners.

To Adjust Disputes

Before his retirement President Wilson appointed Secretary of Labor Wilson as a member of the International Joint Commission which adjusts disputes between this country and Canada. The salary is $7500 a year.

Preference to Wages

Governor Miller of New York has signed a bill which provides that wage claims of employes must be given first consideration when a corporation or partnership is placed in the hands of a receiver.

Always demand the Union Label!

International Seamen's Union of America

(Continued from Page 5)

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Labor News

Two hundred electrical workers recently walked out at Muskegon, Mich., when a 20 per cent reduction in wages was announced.

Members of the Tidewater Boatmen's Union of New York are on strike in protest against a proposed wage cut. About 2000 men are affected.

Approximately 10,000 workers in misses' and children's dress factories in New York went on strike March 10. It is asserted that the industry in Greater New York is practically tied up.

At Pueblo, Colo., the Colorado Fuel and Iron Company, announced that, owing to improved conditions in the steel industry, 1000 additional men will be employed, starting immediately. Four idle mills will reopen, running two eight-hour shifts.

At Youngstown, Ohio, reductions of 13½ per cent in wages of union sheet mill workers and of 7 per cent in those of tin workers were recently made at the bi-monthly settlement between manufacturers and the Amalgamated Association. This reduction is in addition to one of 9½ per cent two months ago.

Information received at headquarters of the Railroad Labor Department of the American Federation of Labor at Chicago, Ill., indicates that virtually every large railroad in the country is preparing to put wage reductions into effect for all their employes. B. M. Jewell, chairman of the committee, made this statement while discussing the proposed reduction announced by the Pennsylvania lines.

By a vote of 3,398 to 115 the members of the Actors' Equity Association have declared in favor of the "equity" shop. This means that beginning next September no member of the association will play in companies with non-members of the association. The Actors' Equity Association includes practically every theatrical star in this country. The association is affiliated with the A. F. of L.

Governor of Alaska Thomas G. Riggs has taken charge of relief work for the residents of Unga, Alaska, reported destitute because of the short fishing season last year. A message to the Governor from Marshal F. R. Brenneman at Valdez, Alaska, stated the inhabitants of Unga were "in deplorable condition." In reply to a query, Governor Riggs received a message from Manager Greenbaum of the Alaska Codfish Company at San Francisco, stating that the company is now loading vessels for Unga and expects to resume operations soon.

Samuel Gompers, president of the American Federation of Labor, recently [illegible] to call to account the Detroit Federation of Labor for what he termed support of the Russian Soviets. His interference, however, was followed by a vote that representatives of the federation be sent to Moscow to attend a [illegible] labor congress on May 1. In his letter Gompers charged members of the local with being "servants of the Soviet government" and "spreading the doctrines of Lenine and Trotzky." The criticism was the outgrowth of a request by Frank X. Martel, business representative of the Detroit organization, that the American Federation of Labor use its influence for removal of trade restrictions against Russia.

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Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
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Alonso, Nicolas
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Blaagaard, Anton
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Boyle, J.
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Bussek, Joe
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Bowen, W. F.
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Gulliksen, Gust
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Salo, Anshelm
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Schmidt, H. T. L.
Treuland, Constantine
Tensfeldt, John
Tryon, Ted
Thompson, M.
Thompson, Maurice
Turnquist, M.
Tinsman, F. T.
Tufty, C. J.
Tamm, Helge
Tvede, Nick
Tosh, James M.
Viscarra, Oscar
Verney, A.
Veckenstedt, Wm.
Wilson, John
Woide, John
Ward, Stephen,
Wennerquist, Anton
Wright, Tom
Wezwager, Andrew
Wilhelmson, Karl
Winkelman, Otto
Worthington, Asa
Wilson, Edw.
Wichman, C. H.
Westerberg, Otto
Woods, Claude F.
Ward, Wallace C.
Wilhelm Eduard
Young, Carl
Yeoman, W. E.
Young, William
Zetbury, Harold
Zimmerman, Fritz
Zimera, G.

Registered Mail

Reed, Frank
Kallio, Franz
Brast, K.
Pinnington, D.

Packages

Campbell, J. R.
Costley, F. L.
Raegener, Gust
Jonassen, Fred
Jones, Ernest R.
Eliassen, Emil
Larson, C. L.
Hennum, Christ
Leskinen, Fred

IN THE INTEREST OF SEAMEN

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formerly associated with

Silas B. Axtell, begs to announce the opening of his offices at the address below where he will continue in the practice of law and admiralty, specializing in the claims of seamen of all nationalities. Advice cheerfully furnished.

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INFORMATION WANTED

Thos. A. Jones, 720 N. Lancaster Avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va. 3-9-21

Mrs. John M. Eshleman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda County this spring, 1921. 2-16-21

Peter Ronald, a native of Norway, age 56 years, injured while acting as a boatswain on board the S. S. "Ahala" on August 22, 1919, at Hartlepool, England. Anyone knowing his whereabouts will please communicate with S. B. Axtell, New York City. 12-8-20

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

SAN FRANCISCO
Alaska Fishermen's Letter List.

Bruno, S.
Bergman, John
Boyd, Frank
Carlson, E.
Carlsen, Victor
Domenico, Palestini
Dalin, August
Duke, F. U.
Damberg, August
Erickson, Libgott
Gustavson, Emil
Groth, Emil
Hansen, Emanuel
Hakanson, Ingvar
Hagburg, Gust
Johansen, F. C.
Jacobsen, Emil
Keth, Manlius
Kramoll, Steve
Kristoffersen, H. O.
Kjerdalen, Ole
Levele, Ed.
Larsen, Theodore
Leonard, Heber
Miller, J. A.
McVicar, Geo.
McNeil, Daniel
Marcilano, H.
McDonald, J. B.
McPherson, Donald
Newton, A. B.
Nelson, N.
Osterman, John
Ome, Tobias
Olander, Erick
Olsson, Carl
Pederson, Halfdon
Paulsen, Axel
Pavone, S.
Povsen, A. J.
Pettersen, Louis
Pettson, W.
Perunin, Christian
Skota, Nils
Steffanetti, Louis
Smith, R.
Syenson, August
Stricklan, Geo.
Shivers, D.
Schultz, Walter
Tennisen, Peter
Temisar, Peter
Treffers, A.
Widell, Hilmer
Widell, Julius

Registered Letters

Knudsen, Oscar
Meyer, Hans
Rassmussen, P.
Strusk, John Valentine

Lodersen, John
Leskinen, Fred
Lill, Karl
Portham, Matt
Hansen, Oskar
Fallen, Joe

INFORMATION WANTED.

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

Frank K. Sofsky is desirous of knowing the whereabouts of his brother, Carl McCormick Sofsky, who was last heard from while returning from France on the U. S. Army Transport "America" at Norfolk, Va. Anyone knowing his whereabouts will please communicate with the above named party at 9 N. Washington Street, Stanton, Va. 7-7-20

It has just come to my attention that Silas B. Axtell has published the following concerning me in his weekly report: "I beg to announce that Mr. Arthur Lavenburg has left my employ to go into private practice for himself. There is a need in this port of honest, capable lawyers like Mr. Lavenburg, who will take up and prosecute seamen's cases. I do not believe that it is Mr. Lavenburg's intention to handle seamen's work exclusively, but I trust that seamen will give Mr. Lavenburg the support he deserves. His office will be at 116 Broad Street, New York City." While I appreciate what Mr. Axtell has said about me, nevertheless in order to dispel any intimation that I am in any way connected with Mr. Axtell, I wish to state most emphatically that I have no connection or association with him, and I am in practice for myself. Furthermore, I have been for the past five years, and intend in the future, to specialize in seamen's claims exclusively. Arthur Lavenburg, New York, N. Y.

Domestic and Naval

Business conditions, with particular reference to the shipping division, have not in years appeared so stagnant as at present, in the opinion of George A. Armes, president and general manager of the Moore Shipbuilding Company, who returned to San Francisco recently from New York. More than 600 vessels are tied up at New York alone, Armes said.

After a recent conference with President Harding, Senator Cummins, Republican, Iowa, chairman of the Senate Interstate Commerce Committee, announced he would introduce a resolution when Congress reconvened providing for investigation of the railway situation. The inquiry, he said, would go into the question of rates, wages and management with a view to determining primarily if there had been gross mismanagement and whether present rates were justified.

Half a hundred junior engineers and deck officers are wanted by the Coast and Geodetic Survey. It's a high-class job, according to the civil service announcement, and only college men or experienced practical engineers and scientists need apply. Examinations will be held April 13 and 14, May 25 and 26 and July 6 and 7, the subjects for test being higher mathematics, modern languages, astronomy, physics and surveying. The entrance salary is $2000 a year and sustenance similar to that given Army and Navy officers. The salary is increased to $2240 a year after a month of satisfactory service. The pay is the same as in the Navy, with the same retirement salary.

Welcomed with a terrific din from whistles and sirens of scores of warships and escorted by the big blimp B-18 and a squadron of ship planes, the surviving unit of the Pacific air force's history-making flight to the Panama Canal and back, returned to San Diego March 10. Unfavorable weather conditions, motor troubles and other mishaps resulted in a straggling finish. The air craft ending the last "hop" of their 6000-mile cruise winged their way to the harbor in small groups. To No. 5 of the F 5-L seaplane squad went the honor of being the first to return safe. This machine was the first to take off on the morning of December 30 from San Diego on a trip whose perils had not been tried by an aircraft. On the flight from San Diego to Balboa the planes traveled 3209 miles in fifty-one hours and forty-eight minutes, actual flying time. On the voyage north the planes, due to changes in fuel bases, traveled 3300 miles in fifty-seven hours and seventeen minutes. The total time spent in the air for the 6500-mile round trip was 109 hours and five minutes, an average speed of approximately a mile a minute. The fastest leg of the entire round trip was made between Balboa, Canal Zone, and Cape Mala, when the planes averaged eighty-six knots an hour for the 250-mile "hop" from Balboa to Bahia Honda. Captain Mustin said he is not satisfied with the types of machines used. He said the F 5-L's are not so seaworthy as ships used in such long flights ought to be, while the NC planes, both of which were wrecked on the way south, were hopelessly underpowered.

Domestic and Naval

Mare Island employes have been advised that the fight to secure the $240 a year bonus for the coming fiscal year has been lost in Congress. The bonus was paid during the period of the war. The bonus added 75 cents a day to the wages of the employes. This they will lose after the first of July.

The Bank Line freighter "Halrick" recently arrived at Boston, Mass., with a $1,500,000 cargo of jute from India, after a fight with fire and fumes which lasted four days and nights through the Red Sea and the Mediterranean. Seven hundred bales of the cargo were destroyed, but further damage was prevented by the efforts of the crew.

Announcement is made by the Pacific Mail Steamship Co. that Corinto has been made a regular port of call for its freight steamers plying between San Francisco and Baltimore and New York. This means a direct service of 15 days to Baltimore and New York without transshipment at Cristobal, which change formerly resulted in a loss of time often amounting to a month.

The United States Navy has broken the world's long-distance wireless record. Messages were sent from Cavite, Philippine Islands, to Washington, D. C., a distance of 10,000 miles, in less than three minutes. The record, which surpasses that of the Washington-to-Paris wireless relay used during the war, was made possible by an automatic control invented by Lieutenant U. S. Fanning of the Twelfth Naval District. Besides the Goat Island radio, the Pacific Telephone and Telegraph Company and the North Island radio the record-breaking message sending.

Suit in behalf of the Australian government to compel the handing over of a mortgage for $1,685,000 as compensation for eight motorships is on file in the United States Court. The defendants are the Pacific Steamship Company, Pacific Freighters' Company, Anglo - California Trust Company, Anglo, London and Paris National Bank, W. L. Comyn & Co. and ten John Doe defendants. According to the complaint, it was agreed that the Australian government should turn over the eight vessels, which are each of 3500 tons, to the corporations mentioned, in return for the mortgage. It is set forth that the mortgage has not been delivered, the probable reason being the shrinkage in shipping values since the deal was arranged.

The "Bear," once reported on the "retired" list and subsequently the butt of several conjectures from semi-official sources as to her disposition, will make another trip into northern waters with the flag of the U. S. Coast Guard Service flying at her masthead. Captain C. S. Cochrane is in San Francisco for the purpose of fitting the "Bear" for her northern cruise. He arrived several days ago and has made an inspection of the craft which he found in very good condition. The "Bear" spent part of the winter in port in the North and then was in Seattle and left [illegible] at Seattle she was at that time reported to be on the way to San Diego to join two other Coast Guard cutters as a training ship. Captain Cochrane has been in the Coast Guard Service for many years. He started his sea career in the days [illegible] switched to the Coast Guard while a youth.

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DECEMBER 31st, 1920

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Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Aldo, Kurta N.
Alexandersson, Charles
Andersen, Rasmus
Andersen, W. E. M.
Andersen, Oscar
Anderson, Chas R.
Andresen -216
Andreassen, Oscar P.
Andersen -623
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Anderson, K. O. H.
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Andersen, R. P.
Arthur, S.
Aso, Gustav
Aspe, Theodor

Baardsen, Hans
Baardsen, T. F.
Baggs, H. L.
Ballad, C. F.
Barlow, R.
Bell, R. M.
Bergman, G. A.
Behrs, Peter
Berg, Arvid
Bernhardtsen, K. J.
Bennett, Herbert
Behrens, Emil
Bingham, D. M.
Bjorseth, E.
Bjorkquist, Ragnar
Bleasing, Wm.
Blomgren, Adolf
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Blease, A. E.
Blomkvist, A.
Blomgren, M.
Bolton, Vernon
Born, Carl
Bolder, Fred.
Botsford, Roy
Boman, Gunnar
Brand, Gustav
Britt, Fred P.
Broshear, A. O.
Branigan, L. J.
Bratt, A. W.
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Brookes, James
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Butler, Jas.
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Callo, Frank
Carlson, A. -1646
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Carlsson, C. Edwin
Carlsson, C. -1601
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Carmell, Guiseppi
Carlsen, Ernest
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Carruthers, M.
Caspe, Pete
Childs, John B.
Christensen, A. [illegible]
Christensen, C. D.
Clark, Chas. R.
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[illegible] R. H.
[illegible] William
Cooper, Thos. E.
Corrito, Tom R.
Cook Frank
Colman, J.

[illegible] B. L.
Lassgal, G.
[illegible], Harry van
Deans, C. E.
De Rotte, H.
Dinneen, John
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Donnelly, Georg F.

Drange, F. S.
Dreyer, Trygve
Dushane, Matt.
Duffy, John

Edwards, Ola
Eisen, Peder
Elliott, Arthur W.
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Eriksen, Karl H.
Ettrup, Jens
Even, Frank
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Fabrowski, Theo.
Ficklo, Omer
Fitzpatrick, Edw.
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Flood, Alex.
Folke, Harry
Foster, Clarence
Francis, C. H.
Franzell, A. H.
Friberg, Chas. A.
Frost, Peder K.
Fugman, Arthur

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Gilbertsen, Andrew
Gill, Ivar
Gibbons, E. L.
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Higgins, Daniel
Hoculak, John
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Holmberg, Mauno
Hubner, Carl F.
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Jackson, J.
Jacobson, Andrew
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Jansson, K. Hj.
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Jarnstrom, M.
Jensen, James P.
Jernberg, Alfred
Jespar, A.
Jensen, Chas. Chr.
Jensen, Olaf
Jensen, Jens N.
Jensen, A. L.
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Jewell, Albin M.
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Klindt, F.
Kluge, Martin
Knopff, Fred
Knobe, A. W.
Knudsen, Rangv.
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Kramer, Otto
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Lindekrantz. F.
Lindgren, Ernest
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Lidsten, Chas.
Liesen. Wm.
Lindahl, G. L.
Love, Ralph S.
Luhrs, Ludvig
Lunde, Martin O.
Ludvigsen, Arne
Lundin, Arthur

Mannonen, N.
Mahaffey, C. R.
Mahoney, F. J.
Martinsen, Lars
Matheis, Herman
Mattos, M. D.
Maynard, R.
McKenzie, Alexander
McLean, D.
McLean, James A.
McQuillan, Archie
Melander, G. L.
Meyer, Alfred R.
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Miller, Winford
Mittchell, Alex.
Moberg, Alf.
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Prush, A.
Punis, Tony

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Ross, Wm.
Rosa, John
Ryan, Patrick

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Saarinen, Niilo
Sanseter, Paul
Samuelsen, Alb.
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Slattery, Harry
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Allen, James O.
Amdal, Hans A.
Barrie, Jack
Boman, Guannar
Bower, G. R.
Branagan, L. I.
Burggraff, A.
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Carpenter, Harold
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Schulze, Hans
Shannon, Jack
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Twigg, H. M.
Wagner, R. H.
Ward, W. C.
Wilkens, Henry

INFORMATION WANTED

I am representing the Union men who are entitled to salvage and members of the crew of the following vessels. In most cases action has commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. Address this office by letter. "Maine" vs. "Theresa Accomme." "Oskawa" vs. "Westgrove." "Buda 2" vs. "Western Star." "St. Charles" vs. "Monte Cenis." "Florence Olsen" vs. "Marina." "Florence Olsen" vs. "Claremont." "Alliance" vs. "Belvernon." "Donnelly" vs. "Irish." "Anacortes" vs. "S. O. Barge No. 95." "Fred W. Wellor" vs. "Overbrook." "Neptunas" vs. "Panama." "Quincy" vs. "Transportation." "Herman Frash" vs. "Brilliant." "O'Neil" vs. "Oregon." Bark "Superior." "Pan American" vs. "Santa Rita." "St. Charles" vs. "Tea." Tug "Navigator" vs. "Edgar H. Vance." "Tunica" vs. "Nepponier." "Lake Charles" vs. "Cantiwo." "Necito De Larringa" vs. "The Waxahochie." S. S. "Topeka" vs. S. S. "Coulter." S. S. "Agowan" vs. S. S. "Seyphen." S. S. "Manoa" vs. S. S. "Diablo." S. S. "Louisiana" vs. S. S. "Tallac." S. S. "Knights Island" and S. S. "Saluda" vs. "New Windsor." Silas B. Axtell, 9 State street, New York City. 12-5-19

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News from Abroad

Demobilization of the Costa Rican army, which crossed the Panaman frontier and drove forces of that country back for upward of twenty-five miles, has been ordered by the Government.

According to Moscow advices, the latest revolt in Petrograd against the Soviet government has failed. The uprising was brought about by adventurers financed by allied [illegible]. Dissolution among the insurgents is increasing.

The Japanese naval program is declared to be the "most ambitious scheme of naval expansion ever undertaken in peace times by any modern nation," by the Japan Advertiser, English language newspaper published in Japan. The paper carried a detailed analysis of the naval plans.

During 1920 a total of 35 American ships with an aggregate net tonnage of 115,645 entered and cleared the port of Santander, Spain, according to Consul Stafford of that city. During the year the total number of ships entered was 1,819, with a total net tonnage of 1,232,196.

John Robert Clynes, Labor member of the House of Commons, in a recent argument with Premier Lloyd George challenged the Premier's change of front. Clynes contended that the Allies acted precipitately in refusing to grant Germany delay to make fresh proposals; he thought they should have invoked the aid of the United States as arbiter.

Seaplanes from the Jericho Beach station will co-operate this year with Dominion Government fishery patrol gasboats and steamers in patroling the fishing grounds of the British Columbia coast. It is expected the planes will considerably facilitate the department in detecting illegal obstruction in streams. Air machines will also be used to visit the inland lakes.

The seaport of Porti, Georgia, on the Black Sea, north of Batum, has been occupied by the Bolsheviki. The retiring Georgians burned the coal sheds and left the port on steamers in a storm. The Turkish Nationalists, who recently occupied Batum, are said to be disarming all incoming Georgian soldiers. Georgian civilians have been executed in Tiflis by the Bolsheviki in reprisal for the execution of the Bolshevik mission there by the Georgians before the latter retired.

Plans are under way for a great building to be used as general headquarters for the London Labor party. It will be constructed close to Oxford street or the Strand. The building will cost $2,000,000 and will serve as a rallying-point for trade unionists and co-operators, who will use it both for business and social purposes. Department stores, selling all kinds of food, clothing and merchandise, will occupy the ground floor, while the second floor will have a large hall seating 1500 persons that can be used for meetings, lectures and motion picture shows. Club rooms, a restaurant for members, a library and statistical bureau and bedrooms for the accommodation of visitors will be provided and palatial decorations will adorn the interiors. Such a scheme is in keeping with the position which organized labor holds in England. The labor leaders are trained thinkers and organizers, and are well represented in Parliament.

With the Wits

"What impressed you as the most remarkable thing about the war?" asked a Red Cross canteen girl of a doughboy.

"The number of bullets that missed me, ma'am."

Needn't Break Her Word.—She (rejecting him)—I've always told you I wouldn't marry the best man on earth.

He—I know that, but we could be married in an airplane, couldn't we?—Washington Star.

"Did the laundryman find those cuffs he lost last week?"

"No, John."

"The shirts are no good to me without the cuffs."

"Evidently he figured it that way, too. This week he lost the shirts."—Louisville Courier-Journal.

Stella—I'm going to get a Hudson seal.

May—My, but your appetite is developing. I can remember when you were daffy about Columbia river salmon.—Cartoons Magazine.

In an effort to popularize their use, hotels and restaurants in Healdsburg will serve prunes "free with all meals," says a dispatch. Santa Rosa is going to follow suit. Who wants to live there, with everybody full of prunes?—Byron Times.

Mrs. Myles—What beautiful snuff boxes you have in your collection of antiques!

Mrs. Styles—Yes; they were handed down from my great-grandmother.

"Then she took snuff?"

'Oh, no; only snuff boxes."—Yonkers Statesman.

A Missouri farmer who called his newly employed hired man out of bed at 4 o'clock in the morning was surprised a few moments later to see the man walking off down the road.

"Say! Come back an' eat breakfast 'fore you go to work!"

"I ain't goin' to work," the man called back. "I'm goin' to hunt somewhere to stay all night."—Kansas City Star.

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VOL. XXXIV, No. 29. SAN FRANCISCO, WEDNESDAY, MARCH 23, 1921. Whole No. 1745.

A JUDGEMENT REVERSED

Difficulties of Obtaining Compensation for Injuries Revealed

On June 7, 1920, in the United States District Court for the Eastern District of New York, before Judge Garvin sitting in equity, a jury brought in a verdict for $3000 in favor of Frank Brandt, A. B., in a suit for damages against the schooner "George D. Edmonuds." The case was noted in the Journal, issue of June 23, 1920. The owners of the vessel appealed the case, which resulted in a reversal of opinion. The record follows:

United States Circuit Court of Appeals, for the Second Circuit.

Frank Brandt, Defendant-in-Error (Plaintiff below), against Walter E. Crocket, Plaintiff-in-Error (Defendant below).

Before Ward, Rogers and Manton, Circuit Judges.

Silas B. Axtell, Attorney for Defendant-in-Error.

Bertrand L. Pettigrew, Attorney for Plaintiff-in-Error.

Walter L. Glenney, of Counsel.

This cause comes here on writ of error to the United States District Court for the Eastern District of New York.

The plaintiff-in-error was the defendant below and is hereinafter referred to as the defendant. The defendant-in-error was the plaintiff below and is hereinafter referred to as the plaintiff.

The case is stated in the opinion.

Rogers, Circuit Judge. The plaintiff is an alien, a subject of Holland, and a resident of the State of New York in the Southern District thereof. He brought this action to recover indemnity for an injury which he sustained while serving as a seaman on the three-mast schooner "George D. Edmunds." The defendant is one of the joint owners of the schooner, a citizen of the State of New York and a resident of the Eastern District thereof.

It appears that on May 24, 1918, the plaintiff signed certain shipping articles as an able-bodied seaman on board the schooner at the port of Philadelphia for a voyage to Cuba. The injury occurred on July 16, 1918, while the vessel was in port at Manzanillo, Cuba, and it was caused by running a needle into his eye while he was sewing the main sail which he had been ordered by the chief officer of the schooner to mend. The allegation is that while he was mending the sail with the aid of a needle and yarn, and while in the exercise of due and proper care and without any negligence on his part, and by reason of the defective, old and chafed and rotten condition of said said, the needle and yarn were caused to go through the sail, striking and penetrating the plaintiff's right eye, necessitating its removal and the consequent loss of vision in the eye.

The plaintiff was an experienced seaman, 32 years of age and with sixteen years' experience as a sailor. He had been sewing sails a good many times during his sixteen years at sea, and he had been at work sewing this particular sail for about eight days prior to the accident. On the way down to Cuba the schooner ran into a period of rough weather, lasting about three days, during which she was running with only the main sail and the reefed fore sail. This main sail of the main mast had been used throughout the voyage from Philadelphia to Manzannillo. When the vessel reached Cuba the plaintiff and another one of the seamen were set to work putting necessary patches on this mainsail, which had been taken down and was spread out on top of the cabin. At the moment of the accident the plaintiff was engaged in what was known as roping the main sail, which consisted of sewing a rope to the edge of the sail, using a needle about four or five inches in length, for sewing material. At the time of the accident Brandt had just started with a new needleful, and after passing the needle through the rope and through the sail, he held the needle in the palm of his hand with the point sticking out about two inches. He pulled the thread through the rope and canvas until the knot pulled tight, and it is claimed that the knot was intended to pass between the strands of the rope until it reached the sail, and then it was supposed to hold tight, but on this particular occasion when the plaintiff pulled it tight the knot came through the canvas and the needle stuck into his eye.

The plaintiff's testimony is that ordinarily he would have pulled the thread out away from him, but the other man who was working on the sail was sitting close to him so that he was afraid of sticking his needle into the other man and therefore pulled it toward his own face. He was asked and testified as follows:

"Q. How did Hutchinson happen to be near you?

"A. Because he was mending; he was mending a small hole in the sail.

"Q. He was mending a small hole in the sail and was right near you?

"A. Yes.

"Q. Could you not have moved and got around to one side so as to avoid him?

"A. No. I couldn't because the sail was close together; the place that he was sewing was close to me. I couldn't move or pull it away from him."

The plaintiff was removed to the hospital at Manzanillo, and he remained there for three months. The inside of the eye ran out and the eye had to be removed. He was returned to New York by the American Consul, as is customary with seamen in our merchant marine. He was paid his wages until he left the ship and went into the hospital.

The complainant states two causes of action. In the first the plaintiff alleges that the vessel was unseaworthy and was not a safe place in which to work, and that he was not furnished with reasonably safe tools and appliances, and he seeks to recover damages in the sum of $10,000.00 for the loss of his eye. In the second the plaintiff alleges that he has expended and will have to expend large sums of money for his maintenance, board and lodging until he is able to perform work and for that he makes claim in the sum of $500.00. No claim was made in the case for medicinal expenses, and none for wages.

At the close of the case counsel for the defendant moved for a non-suit, and for the direction of a verdict on the ground that the plaintiff had failed to show that the proximate cause of the plaintiff's injury was any dereliction on the part of the owner. The motion was denied.

The case was submitted to a jury which brought in a verdict in favor of the plaintiff in the sum of $3,000.00.

The plaintiff urges four claims as to the vessel being unseaworthy:

1. That there was not an extra new main sail which could have been put in place of the sail which they were repairing.
2. That the canvas in the sail was worn and weak so that the knot on the thread pulled through the canvas.
3. That the sail was not wide enough to permit doubling over the edge of it so that the rope could be sewed to a double thickness of canvas, as was the customary manner of doing.
4. That the mate ordered him to proceed in haste as the sail had to be bent the next day, and there was no time to sew on a new piece of canvas along the edge of the old sail, so as to make it wide enough to allow the edge to be doubled over.

As respects the first of these grounds it is sufficient to say that the question whether the vessel had or had not an extra sail is not material because the only importance of an extra sail was that it might be used in case the sail which was actually used blew away. If the ship had become unmanageable as the result of not having a new sail to take the place of one which had blown away it might be said that the vessel was unseaworthy for want of a substitute sail. But that situation never arose, and the fact that the main sail was used all the way from Philadelphia to Cuba and that it withstood three days of heavy weather shows very clearly that it was not unseaworthy. The plaintiff's own witness admitted that it must have been in pretty good condition to stand a three days' storm around Cape Hatteras. The sail was only two years old and the plaiantiff's expert testified that a sail that was only two years old was not too old to use. The plaintiff's accident was not due to the failure of any appliance on the ship to perform its proper function.

The testimony shows without contradiction that there were several large rolls of canvas in the locker in the capitain's cabin suitable for making patches on sails. The following is an excerpt from the plaintiff's testimony and it sheds light on the second, third, and fourth grounds assigned for the claim as to the unseaworthiness of the vessel:

"Q. Then you don't claim that there was not canvas enough there if you had wanted to take the time to fix it. Is that right? A. I think there was enough for that patch.

"Q. So that if you had taken the time and if the mate had not told you that you didn't have time to do it, you could have gone to the locker and got a piece of canvas and sewed it onto the

edge of the sail? A. No, he would have given it to me.

"Q. Well, if he had given it to you you could have done it? A. Yes, it was not just exactly necessary.

"Q. You say the way that you had it you could not do it safely, because you couldn't turn it over far enough? A. Of course, but you are not so particular with an old said, though.

"Q. But you say it was not wide enough to turn over in the proper way? A. No, it was not.

"Q. If you had sewed a piece on it would have been wide enough, would it not? Yes, it ought to be then.

"Q. And the only reason you didn't was because the mate told you that they wanted to sail the next day, and you didn't have time? A. Sure thing."

The rules of law which govern the relationship between master and servant on land are not applicable to seamen. From early times they have been considered a peculiar class and unusual protection has been extended to them. But we know of no rule of the maritime law which imposes upon the owners of a ship liability for an accident such as this. The unfortunate accident of which the plaintiff complains was the result of the plaintiff's own manner of doing his work. If it could in any manner be attributed to the negligence of the mate in improvidently hastening the work the shipowner would not be liable therefor in a suit to indemnity the seaman for the injury. In Chelentis v. Luckenbach Steamship Co., 247 U. S. 372, the court held that by the general maritime law the vessel owner is liable only for the maintenance, cure and wages of a seaman injured in the service of his ship, by the negligence of a member of the crew whether a superior officer or not. And in the particular case before us the plaintiff had received his wages and his expenses for "maintenance and cure" had been met.

In Erickson v. Roebling, 261 Fed. 986, this court applied the rule of the Chelentis case and held that the owners of a ship were not liable in damages for an injury to a seaman through adoption by a master of a dangerous method of discharging caro.

In this argument in this court counsel for the plaintiff sought to distinguish the Erickson case from this on the ground that in the former case the vessel was itself unseaworthy while in this the shipowner provided an unseaworthy vessel. But as this court is satisfied that there is no evidence of unseaworthiness of the vessel to be found in this record the distinction does not exist. No dereliction of duty on the part of the shipowner has been shown. Whatever caused the accident was a condition known to the plaintiff, and resulted from his own careless act, and was not due to any negligence or lack of care on the part of the owner in making the vessel or its appliances seaworthy.

Judgment reversed.

VALUABLE RESEARCH

The Carnegie Institute of Washington has made public some interesting data obtained during the voyage of the non-magnetic ship "Carnegie," which recently arrived at San Francisco. Experiments covering all the waters of the globe were made in observations of the compass and other magnetic variations. The variations were traced in the atmosphere by two specially designed instruments called a deflector and magnometer. These tracings later will be shown on a chart, and will be made available to every navy and merchant marine on earth as a guide to navigation. These charts will be as nearly exact as it is possible to make such a guide. Many corrections to old time charts have been discovered.

So intensively and penetratingly did the instruments work, aided by the utter absence of magnetic attraction by everything else on the vessel, that certain degrees of magnetic in the Indian ocean were found to be radically different from the best charts and projections available. In some instances these differences amounted to several minutes.

Research Work Necessary

There is a constant play of these variations over the magnetic orbit. And the cause of this play or change although extensively theorized upon, never has been exactly explained the Carnegie scientists said. These magnetic changes make the utilization of the non-magnetic ship and its instruments and the preparation of new charts constantly necessary. For instance, a mariner using a magnetic chart prepared by the institution ten years ago could not steer as accurately as if he consulted a chart prepared but a year ago.

The magnetic ship made an absolute myth out of the general belief that the compass always points directly north. It added convincing proof to the scientific theory that there are only two longitudinal lines, one of them extremely irregular, where such a thing occurs. Whenever a ship crosses one of these lines the compass will get the direct polaric influence. Everywhere else it will point either east of north or west of north.

Traveled 300,000 Miles

In the taking of these figurative X-rays and the compilation of its data, sometimes interestingly geographical as well as magnetic, the "Carnegie" has traveled more than 300,000 miles since she was launched June 12, 1909. She is the only vessel credited with having circumnavigated the globe in the sub-Antarctic regions. In this voyage, entirely within the confines of the Great Southern Ocean, which has come to be the scientific name for the Antarctic, she stopped but once, that being at the island of Georgia, a whaling station in the South Pacific.

On the present voyage, which began in October, 1919, she touched at French West Africa, Buenos Aires, the island of St. Helena, where Napoleon was exiled; Capetown, Ceylon, Australia, New Zealand, Papeete, the Fanning Islands and San Francisco, from whence she will go to Samoa and the Panama Canal, and then home to Washington.

The "Carnegie" was compelled to use her auxiliary gas engine a number of times to take her out of equatorial calm belts and to help drive her through storm-tossed seas when the sails were in danger of blowing away. This engine contains the only magnetic influence on board, but it is so far away from the recording instruments that it has absolutely no effect on them.

The "Carnegie" carries a complement of twenty-three persons. Captain J. P. Ault of Washington has full charge of both the navigation of the vessel and the recording of the magnetic data. He is assisted by a second in command, Lieutenant H. F. Johnston of the British navy, who resides in Toronto. Andrew Thompson, Toronto; Robert M. Nills, Washington, and H. R. Grumann, Lincoln, Neb., act as observers.

The "Carnegie" is not a Government enterprise, but is solely under the direction of the Department of Terrestrial Magnetism of the Carnegie Institute.

WEST HOLDS RECORD

Capturing the United States Navy district banner for wireless records established in February, 1921, Lieutenant Commander Scott D. McCaughey, radio chief at Tewelfth Naval District headquarters, announced the following achievements for the four weeks of February:

First—Two ships 7000 miles apart in the Pacific ocean communicated with and messages from one to the other exchanged through the navy radio at San Francisco.

Second—More than 1,000,000 words shot through air during the four weeks, received and sent through space a distance that would encircle the globe almost 300 times.

Third—Ship lost in fog off the coast guided by radio bearings and enabled to make port safely under conditions that otherwise would have baffled the most intrepid and adventurous sea captain.

Fourth—Bride of navy officer, isolated with her husband on the Farallones, administered first aid by navy doctor, who prescribed treatment by radio wireless.

The ships joined together by wireless were the "Ecuador" and the "Los Angeles," the "Ecuador" being off the coast of Japan, 5310 miles from San Francisco, and the "Los Angeles" at Tampico, Mexico, 1690 miles distant from this station.

The ship lost in the fog was brought into San Francisco bay, for which service the skipper in charge sent his thanks to Lieutenant Commander McCaughey.

The navy bride was the wife of Lieut. Charles Glass, suddenly stricken with appendicitis. Following treatment directed by radio she was brought to San Francisco for hospital care and recovered.

A big card in the winning wireless hand of the navy radio was Electrician First Class Irving Kaufman, in charge of the beach wireless station at San Francisco, who handled all long distance messages.

PLANES VS. DREADNAUGHTS

The army air service is preparing to gas a battleship.

When the army planes sail over an obsolete battleship next June to demonstrate that surface craft is helpless under a shower of bombs, the air service also intends to show that a battleship can be forced into virtual submission by the use of gas.

Colonel A. E. Fries, head of the chemical warfare section, who is co-operating with Brigadier-General William Mitchell in the proposed gas attack, stated:

"The possibilities of gas bombs are so astounding as to make one wince. Any form of gas, varying from the kind that puts men gently asleep to the poisonous mustard variety and the tear gas, can be placed in explosive shells and dropped by airplanes on an enemy fleet below. The gas would permeate a battleship, some kinds continuing their effect for several days. The crew of an enemy ship, presumably, would don gas masks and rubber suits, but this would greatly incapacitate them for work aboard ship, and some gases are so powerful as to defy artificial protection."

Liquid gas, Fries explained, could be showered on a battle fleet by a host of airplanes so that it would descend in a steady mist. Progress by the United States in chemical warfare, Fries said, also has reached the point where floating bombs can be dropped in the water, creating a smoke cloud both poisonous and obstructive to a ship's visibility.

The air battle probably will take place the first week in June. Mitchell plans to employ 100 planes, raining bombs as great as a ton in weight upon a battleship which will be sacrificed for the science of war.

Organized labor too often commits the common error of neglecting its friends in order the more sedulously to cultivate its enemies.

Weekly News Letter

Contributed by the American Federation of Labor

Where Might Is Right

Forces that have been thundering to labor on law observance and contract obligations are silent when big business ignores law and and breaks pledges that are intended to maintain industrial peace.

These buccaneers, booted and spurred, are today violating law, smashing wage agreements and repudiating solemn compacts with the government itself.

The first general move was made when the railroads asked the railway labor board to set aside certain labor provisions of the Cummins-Ech act, which the railroads so strongly urged. The purpose of the request was to have a clear field for wage reductions and not be hampered by such details as proving their case to the board or permit employes to have a voice in the proceedings.

The railroads were told that they must obey the law. Then they began wholesale wage reductions—doing the very thing the railway labor board said they should not do without a hearing before the board.

To evade the law the Atlanta, Birmingham & Atlantic railroad was placed in the hands of a receiver, on application of a bank. Federal Judge Sibley appointed the president of the road the receiver and the first order issued by that official, with the sanction of the court, was to cut wages 50 per cent. A strike followed this flouting of the law, which the public is ignorant of and which may be used as a precedent by other roads and other courts.

The meat packers entered an agreement with their employes and the government to run until the war was ended and peace was officially declared. In 1919 the packers asked the government to extend the agreement for one year after peace was declared. This was done and now the packers smash the agreement, destroy arbitration machinery that operated so successfully, reduce wages and lengthen hours.

While there is nothing new in the law-smashing, contract-breaking tactics of these modern Captain Kidds, the silence of those who are continually advising labor is sinister.

It seems to make a difference whose ox is gored when some people talk of law observance.

Has big business sufficient "pull" that certain newspapers overlook its anarchy?

The organized workers believe in orderly procedure and they must maintain this policy.

The chaos that big business favors cannot justify workers in abandoning methods that are supported by the experience of man.

Temporary gains, through treachery and deceit, are futile before the long, steady pull of intelligence, order and a cool head.

Cossack Plan Explained

Senator Jewell, of the forty-third district of Illinois, has issued a public statement to his constituents in which he asks for instructions on how to vote on the cossack bill, pending in the Illinois Legislature. The law maker urges voters to read the bill and then express their wishes to him.

"The bill," says Senator Jewell, "contemplates bringing into your county a non-resident constabulary. It does not provide that any of them shall be citizens of your county, or even of the State of Illinois. They are given authority to arrest the citizens of your county without warrant, and yet they are not required to give any bond for the faithful performance of their duties, or to protect the people against an abuse of their power. The sheriff of your county, whom you know, and whom you select by your vote, is required to execute a bond, and I do not believe that non-residents should be clothed with such power without a bond.

"The public press of New York has lately exposed the fact that a wave of crime is sweeping the State and that the people there are demanding 'better police protection' and that some are even advising the formation of vigilant committees. If the State constabulary don't function there, why will it function in Illinois?"

Pleads for Teachers

In a message to the State Legislature at Nashville, Tenn., Governor Taylor urges action in behalf of public school teachers and especially those in rural communities. He says that the bulletin issued by the State Department of Public Instruction in October, 1920, is a severe indictment of the educational statesmanship of that State.

"Its revelations are appalling," says the Governor. "That document shows that the average term for rural elementary schools today is only 104 days, and that the term is 10 days less than it was 10 years ago. Only 75 per cent. of the total school population is enrolled in the public schools; only 66 per cent. of such enrollment is in actual attendance and 34 per cent. attends irregularly. Only 5 per cent. of the school enrollment in Tennessee is in the high school, whereas the average in the whole United States is 9.3 per cent. It is shown that during the late war 2,600 out of the 2,900 men drafted in one of the leading counties in the State had not attended school beyond the third grade. It is further shown that in another leading county only 20 per cent. of the drafted men could read and write."

Veto Anti-Labor Bill

Governor McRea of Arkansas has vetoed a bill that would permit labor unions to be sued and would hold individual members liable for judgment secured against the organization. The bill slipped through the Legislature on the claim that it was for the relief of an apple growers' association. The workers asked the Governor to veto it and their reasons were sustained by the Attorney-General. Sixty members of the Legislature signed a petition requesting the Governor to reject the bill.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de Sâo Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Convictions of forty I. W. W., who were rounded up in Northern California on charges of violating the espionage and the selective service acts, were sustained by the Supreme Court when it declined to review the cases. The trial of these I. W. W. was held at Sacramento, Cal.

Associated Press despatches state that negotiations looking to the formation of a coalition government for Soviet Russia have been opened by Nikolai Lenin, Bolshevist premier, with leaders of the Menseviki and Social Revolutionaries, says a despatch from Reval to the Berlingske Tidende.

The Danish co-operating trade unions have called a strike, to commence March 29, in the steel and metal industry, the textile, shoe and brick factories and in the sawmills. The strike will involve about 200,000 workers and was called in retaliation to a lockout declared by the employers' organizations.

A recent cablegram from Buenos Aires states that with the intervention of the Minister of Public Works, an award was arrived at between the representatives of the Mihanovich Steamship Company, and its employes. Work will be resumed at once and steamship service will again be operated for passengers and cargo with Asuncion and Salto; other services will be resumed as ships are repaired after a long period of idleness.

Ten million Russians are suffering from malignant malaria, and the available supply of quinine consists of about 5,000 pounds, according to letters received by the Seattle Central Labor Council from the Soviet Russia Medical Relief Committee, with headquarters in New York. The available quinine is declared to be a mere drop in the bucket as compared to the quantity needed, and the committee urges all friends of humanity to contribute money to be used in the purchase of the drug.

Ballots of the employes at packing centers throughout the country by latest tabulations showed a vote of 44,799 to 618 in favor of a strike if the union leaders fail to obtain revisions of the packers' recently instituted wage cut and rearrangement of working hours. Secretary Lane of the Amalgamated Meat Cutters and Butcher Workmen's Union, announced that official count of the vote in the Kansas City yards showed 5224 men authorizing a strike and seventy-nine voting against one. Other vote results announced recently follow: St. Joseph, Mo., for, 1614; against, 17. Wheeling, W. Va., for, 522; against, 2. Cleveland, for, 1769; against, 42.

Railroad unions throughout Mexico have decided to resume work immediately as a result of an agreement reached between national leaders of striking railwaymen and government officials. Virtually normal passenger and freight train schedules will be restored by the first of next week. [illegible] statement by the leaders of the men announcing their determination to call off the strike was issued and government officials are silent as to the details of the settlement. The government was represented in the [illegible] conference by President Obregon and Adolfo de la Huerta, Secretary of the Treasury.

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Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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Pacific Coast Marine

The navy transport "Hancock," 3840 tons, has sailed from Philadelphia for San Francisco to enter the navy transport trade on the Pacific.

The motor schooner "Caroline Francis" has returned to San Francisco after a five-months' cruise in Lower California waters, with 1750 barrels of whale oil and 56 whales.

The "Nashaba," 9400-ton cargo vessel, will be launched at the Pacific Coast Shipbuilding Company yards at Bay Point this week as the last steamer for the Shipping Board. The shipyard will close after the completion of the "Nashaba."

The first charter for lumber from the North Pacific to the west coast of Italy in weeks has been in the fixture of the Norwegian schooner "J. W. Clice," which will load on Puget Sound for Callao. The Owens Commercial Company is the charterer.

Fred Doelker, manager of the steamship department of W. R. Grace & Co., agents for the Johnson Line, announced yesterday that the "Canada" departed from Antwerp for San Francisco and coast ports on March 12 with a full cargo. She was compelled to leave 500 tons of cargo in her sheds.

The schooner "W. F. Jewett," reported overdue, has arrived safely at San Francisco from Suva, Fiji Islands. Captain J. Olsen reported sighting floating wreckage, including a piece of deck rail, side of a lifeboat, spars and timbers, about 100 miles west of San Francisco. It is thought this may be wreckage from the schooner "Harvester," whose loss at sea now seems to be well confirmed. The "W. F. Jewett" was unable to identify the floatsam.

The Northwestern Fisheries Company definitely announced three vessels for southwestern Alaska cannery service this season. The ship "St. Paul" is to be dispatched to the Chignik cannery, the ship "Benjamin F. Packard" to the Naknek cannery, and the bark "Guy C. Goss" to Nushagak, Bristol Bay. All three vessels, which have been laid up at Port Blakeley, will ship to Seattle early in April to outfit. They are expected to sail between April 15 and 20.

Scarcity of fuel oil for steamships continues to exist on the Pacific Coast despite an apparent storage at Atlantic ports. Increased consumption here was caused by the demands of vessels of the Merchant Marine and the U. S. Navy. The whole Pacific fleet, which at present is quite extensive, operates entirely on California fuel oil, and steamers of the U. S. Shipping Board also use the fuel of California production. While there has been a slight falling off in consumption, due to slump in trade, the demand has not decreased to the extent that a reserve can be built up.

Direct from Santa Rosalia, Mexico, under tow of the W. R. Grace and Company's steamer "Santa Rita," the former German ship "Egon" has arrived at San Francisco. Twelve days and eight hours was consumed by the "Santa Rita" in towing the craft up from La Paz. The 'Santa Rita" brought 437 tons of silver ore from southern ports for W. R. Grace and Company. She was out 32 days, 10 hours, from Valparaiso and found it necessary to put into San Pedro for fuel. According to marine surveys, the "Egon," above her water line, is in excellent condition. She is reported to be foul below.

The steamer "Washington," from Eureka, arrived in San Francisco on her last trip with her deck load of lumber slightly shifted as the result of an experience on the bar at Eureka which nearly caused the loss of the deck load. According to the story told the "Washington" headed out to sea in a mild gale and in coming over the bar she received such rough treatment from the sea that for a time it was feared the lumber cargo would have to go by the board. The passage was negotiated safely, however, and the steamer made port listing slightly, but otherwise all right.

Recently four of the fleet of "Steel" ships of the Isthmian Line were in port at San Francisco working cargoes. This is the first time that four of the fleet have been in port at the same time in many months. The "Steel Worker" was taking on cargo from New York. She arrived from the north March 19 to finish loading eastbound freight. The "Steel Ranger" was discharging eastern cargo and preparing to go north to take on part return cargo. The "Steel Maker" is bound for London, and the "Steel Mariner" is bound north after discharging some eastern freight. All of the ships were fairly well loaded with general cargo, a good percentage of which was steel in bars and plates. The eastbound cargoes consisted mostly of canned goods, fruit, California produce and lumber.

Acting under instructions from Washington, United States engineers have begun a survey of the bar outside the San Francisco heads preliminary to extensive dredging, which is aimed to reduce the shoal and afford a clearing so vessels of deep draft may have easy access in and out of the port through mid-channel. Under present conditions ships drawing much water are compelled to utilize the North Channel and make two turns before reaching the lightship. The use of the mid-channel would save these craft about four miles. It would also prove valuable to war craft in war time in that it would save these battleships from exposing their broadsides to an enemy from off shore. The mid-channel is to be deepened from 32½ feet to 40 feet and the survey is being made now to determine the scope of the work which will be done by Government dredgers.

Service from San Francisco to the small ports south of the Golden Gate has been resumed with the departure from San Francisco of the gas schooner "Coquelle" of the Santa Cruz and Monterey Steamship Company, for which the Charles Nelson Company are agents. The "Coquelle" takes up the run of the motorship "Margaret," which ceased to operate several weeks ago. Santa Cruz, Monterey and San Simeon are the ports of call, and semi-weekly sailings from San Francisco on Tuesdays and Fridays, will be maintained. General merchandise comprises the outbound freight offerings, while sardines form most of the return freight. There are no accommodations for passengers. The "Coquelle" will carry 200 tons of cargo. It is the intention of the Charles Nelson Company to thoroughly exploit the possibilities of this short coastwise run.

Surprising activity in the chartering of large steamers for the movement of grain and lumber from North Pacific ports has arisen recently, and it was announced that the Shipping Board steamer "West Hartland" had been taken by Dingwell, Cotts & Company to carry ties from British Columbia to Bombay under terms not made public. At rates slightly above that foreigners have closed for, the Shipping Board steamers have been fixed for grain movements. The first, at $12, was taken by M. H. Houser for full tonnage from the Columbia River to the Mediterranean. The second, at $10.50, was fixed by the Northwestern Grain & Warehouse Company for Columbia River to the United Kingdom. These fixtures recall the occasion when the Shipping Board rate was sliced to $16, and many operators declared they could not be run profitably at this rate. The "Canadian Traveler" and "Canadian Prospector" have been taken at $27, Canadian money, by the Canada Overseas Trading Company, for ties from British Columbia to Alexandria, Egypt.

Steamship operators are interested in the public announcement by the Holland-American Line that their new 32,000 gross ton passenger liner, now being built, would be equipped with Diesel engines. It is stated that these engines will develop a speed of 17 or 18 knots an hour and will consume far less oil than engines now utilized in large steamships. Director-General von Doorn of the Holland-American Line also announced the new passenger steamer will be christened the "Statendam" and will be available for service within two years. She will be 800 feet long with accommodations for 3000 passengers. Motor-ships are now becoming common in so far as the freight trade is concerned, but their use for passenger service has not heretofore been attempted. Marine surveyors believe this form of engine will be the factor of the future. The engines are to be built by Harland & Wolfe under its license granted Burmeister & Wain, the Danish patentees. The craft is to be built at the Harland & Wolfe yards, Belfast. Inasmuch as the fuel oil situation of the future will play an important part in steamship operations, both as to cost and supply, local maritime officials intend inquiring thoroughly into the Diesel type of engines.

Direct evidence that the Japanese steamship lines are getting in unwarranted share of the transpacific business merely because Japanese buyers are insisting on having their goods shipped in Japanese bottoms has been uncovered by San Francisco operators. The local men admit freely that the Japanese have beaten them in putting into effect what the Americans have tried to do through the appeal for "American cargoes for American ships." Unconfirmed reports that the Japanese have been employing this method in getting cargoes have been circulated for some weeks, but it has been impossible to find a direct example, but now, according to San Francisco steamship men, the shipment of cotton to Japan is revealed as an exact case in point. Large consignments of cotton have been going out on Japanese steamers recently, while the American vessels have got next to nothing. Only this week a Japanese liner departed from this port with a capacity cargo of which the bulk was Texas cotton. The consignors say they are instructed to deliver to Nipponese lines. It is alleged that the Japanese who buy on a c. i. f. basis insist on having the merchandise consigned via Japanese bottoms. While there is no established evidence in this connection, it is believed that rebates may be paid in Japan in consideration for this assistance.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1830.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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700 North Rhode Island Avenue

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The Seamen's Journal

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MARCH 23, 1921.

ONE TOUCH OF NATURE

Golden Gate Park in San Francisco is one of the most beautiful of people's playgrounds in the world. Any fine day, especially on Sundays and holidays, thousands of workers enjoy the natural beauties and other attractions within the boundaries of this splendid park. There are many whose week-end excursions would not be complete without a sun-bath on one of the verdant lawns. In the vicinity of the bandstand, during regular concerts, can be seen men, women and children, of all types and ages, the elders strolling promenades or resting on benches or lawns, while the children play their games with innocent abandon.

Since the evolution of waterfront workers from the rollicking carefree character of old to staid and ambitious citizens, quite a number of sailors find their way to the parks and beaches for recreation. Recently one of these (a character known as "Brocky Alec") wandered to a lawn in front of the park museum, where he threw himself upon the grass to enjoy the sunshine and music. All around him people [illegible] and children played, shrieking with glee in their abundance of health and happiness.

Alec never was considered a person of [illegible] appearance, and his forty odd years of hardship coupled with ravages of smallpox and fevers have left him with a countenance which would be repellant but for a pair of clear blue eyes. In addition to other injuries, while a beachcomber in Callao, where he had once [illegible] from an obsolete "hell ship," he had acquired a disfigurement of features from somebody's knife during a brawl. He had honestly earned the title of a "hard case," but something that smouldered in his heart at times found expression through eyes which precluded [illegible]. He was garbed in accordance with his submerged station in life, but the Bohemian spirit engendered [illegible] the little child [illegible] took slight notice of outward appearance.

There was one little bright-eyed tot with soft golden curls whose father had crowned with a hand-made paper hat, and she looked around to see upon whom she would bestow the prize. After scrutinizing many an attractive young lady and handsome gentleman, her eyes lighted upon the face of the recumbent Alec, who seemed interested in the children's frolics. In a few jumps she was at his side, and as she placed the paper on his iron-grey curls she cooed into one of his damaged ears the childish whisper, "nice mans." It has been said in everlasting truth that "a little child shall lead them," and sacred was the flood of emotion which the chubby arms of the little one around his neck brought forth; as she showed her confidence in a man who the toughest mates had failed to conquer during his loveless life as a world wanderer. The refining influence of that childish faith seemed to make of Alec a better man. Perhaps it brought memories of a mother or sister, who can ever tell. When he arose to lead the baby back to its father there was a softer light in his eyes, his shoulders seemed to square and the poise of his head was higher. Reflecting upon the peculiarity of choice, the fact seems self-evident that with unerring instinct the child trusted the sailor because the sailor loved little children, and the marvel of this one touch of nature leads to other thoughts.

There are numbers of fine fellows with the qualities of good husbands and fathers who are denied their rights and opportunities by unnatural conditions resulting from imperfect regulation of our social and industrial life.

In the various seamen's unions which are striving to higher and higher ideals are thousands of ambitious young men, endowed by nature with all the hopes, aspirations and emotions of other men. Many of them have not yet gone through the mill that crushes or refines; therefore, well for their peace of mind, they do not see the obstacles and tragedies ahead. In the flush of youth they seek adventure, the impelling force of which is romance, engendered by a desire to love. They start the long trail with hope, spurred on by ambition, and believing that all leads are to fulfilment. As the cruel force of circumstance and events check and hurl them back, hope fades and ambition dies away. It is in these hours of depression that the spirit becomes susceptible to recklessness, and the trail too often leads downwards. The parting embrace of a mother or sister is too often the last real true expression of love they ever receive. As they drift from country to country, the ribaldry and tinsel of the gay ports only burns the deeper, and as years go by thwarted hope makes the drifter more hopeless and resigned to his fate. Sometimes as in the instance of the baby in the park slumbering emotions are awakened; but as a general rule the men grit their teeth and stifle their emotions.

The course of life might be burdensome but the migratory learns to grin and bear it. He does not weaken or plead for quarter. The exigencies of the seamen's calling require men that can face adversity with unflinching mein; but conditions which deprive of natural heritage will not be forever tolerated. Until we reach the station where life shall be the same with us as with other men our duties are unfulfilled.

Truly the organized seamen have a heavy task to perform and we are far from the final goal.

"IT DOESN'T MEAN ANYTHING"

Perhaps employers should not receive all the blame for their aggressions upon labor unions. There is a possibility that to some extent they have been indirectly invited by the extreme conservatism displayed by a number of our reputed leaders. Within the last few months labor has been brought face to face with elements that reveal a determination to break down the system of collective bargaining entirely, and it was not until confronted with this menace that these ultra-conservatives bestirred themselves or failed to nullify the efforts of more progressive factors in the labor movement. A certain quality of conservatism is beneficient, but when it develops to a degree of reaction tempered with fear it is a discordant and ruinous element in a progressive movement.

Seafarers have at all times been moderates; the very nature of their calling, which is the last to adopt anything new, probably influences that condition. But there are times when the limits of conservatism are reached, and we have nearly attained that limit. It has now become necessary for us to look with more progressive view upon the happenings around us. Due to the peculiarities of our particular craft, we have been less affected by the collosal shakeup which resulted from the world war. Our mode of living and working was not as forcibly or thoroughly thrown out of the rut as that of workers ashore. Innured to hardships and the discomforts, with very little of the world's goods in our possession, and that little subject to immediate transfer at any and all times; we have not felt the changed conditions with the same effect as those in other industries. Therefore our line of thought has not undergone the same radical changes as resulted elsewhere.

A tendency towards carelessness or reaction invites attack from unscrupulous and predatory employers; vigilance and progressive views are the best safeguard. The recent revolt of organized labor's rank and file against the dictation of their leaders has probably further encouraged the employers to attack.

They may as well be made to understand now as at any other time that insofar as the spirit of unity is affected, contempt for ultra conservative leaders "does not mean anything," unless it be practical illustration of the fact that the workers are tired of having their efforts nullified by reactionary tactics of leaders who have long since outlived their usefulness to the labor movement, and who prove the same by pursuing a course which gives aid and comfort to their enemies.

Opposition to the regular leadership does not mean discontent with the unions; if anything, it is the expression of a desire on part of the workers for constructive accomplishments.

BENSON ADVISES

The following information has been issued by the United States Shipping Board:

Admiral Benson in a telegram to the Pacific American Steamship Association, has advised against arbitrary action by either side in the effort to reduce operating expenses.

The marine working agreements on the West Coast, having been terminated by 30 days' notice given to the labor unions by the operators and steamship owners on the West Coast, the Shipping Board was asked to join in a notice to the labor unions of a reduction and a change in working conditions effective immediately.

Admiral Benson, however, believing that the subject could be better approached in a spirit of co-operation and fairness and that some method might be worked out with labor whereby to meet the present industrial depression, sent a wire to the steamship operators Monday, March 14, urging that the matter be handled in a broad manner.

It is hoped by the Shipping Board that the men effected will realize the necessity for the strictest economy in all departments and will meet with the employers in a spirit of co-operation, always keeping in mind the maintenance of a permanent American Merchant Marine.

NAVY BOYS ARE O. K.

Forcefully declaring that ex-navy men cannot be induced to act the part of strike-breakers, an indignant "gob" has directed the attention of the JOURNAL to a press report which he claimed implicated the Naval Y. M. C. A. with an alleged seaman who shipped under wages on the steamer "Wilpolo" in the harbor of San Francisco.

We were pleased to assure our naval friend that no such construction as he had given could be placed upon the press notice. The entente cordiale existing between all seamen, both of the navy and mercantile marine, precludes any adverse opinion as to the principles of the average "gob." Although there may be black sheep in any flock; there is every evidence that the quality of honor, which constitutes the make-up of real men everywhere is strongly manifest in the character of the average American naval seaman. Therefore ridiculous stories of imaginative newspaper reporters receive slight credence; and, inasmuch as the matter of wages, etc., was amicably adjusted between the operators of the steamer in question and the seamen, the press comment of that particular affair has proven "so much hot air."

AIDS TO GOOD GOVERNMENT

The Legislative program of the People's Reconstruction League, with headquarters at Washington, D. C., includes immediate restoration of the railroads to unified Government operation, packer control legislation, progressive taxation of estates, incomes and excess profits, and a vigorous fight against a retail sales tax and other consumption taxes. Federal control of natural resources, changing our banking and credit system so as to make it serve the people instead of the big finaciers, and opposing universal compulsory military training.

Always demand the Union Label!

WATCH YOUR SIGNING

The ever present necessity for vigilance upon the part of seamen while signing Articles is elucidated by the following opinion of Learned Hand, Judge of the District Court, Southern District, New York:

United States District Court, Southern District of New York.

George V. Cohan, et al., against British & South American Steam Navigation Co., Ltd.

Learned Hand, D. J.

The first question is whether the ship's articles were actually signed as required by the British Mercantile Shipping Act of 1894. They were regular except for the fact that instead of being physically present the Vice-Consul, who signed them, was in an adjoining room and deputed his duties to his Chief Clerk. The Act, Section 124, requires the seaman to be engaged "before the officer," i. e., a British Consular officer, and requires the officer to attest that the articles were signed "in his presence." It appears to be the uniform practice of the British Consul in this Port to "sign on" seamen in this way. In view of this construction of a British Statute by a public officer of Great Britain, it is extremely questionable whether I ought in any case to consider the matter as open for a contrary interpretation in the courts of another country. But it is independently clear that the statute admits of the construction placed upon it by the Consul since it is in general within the powers of a public officer to depute ministerial duties to subordinates for execution, St. Margaret's Parish Burial Board v. Thompson, L. R. 6, C. P. 445, 458; Clark vs. Warner, 4 Moore & Scott, 121, Parker vs. Kett, 1 Ld. Raymond, 658, 660. I conclude therefore that the articles were regularly executed.

It is well settled that no oral contract will prevail over the articles if these be regular under the statute, especially if read and explained to the seamen before signing. The Lakme, 93 Fed. R. 230; The Triton, Fed. Case 14, 181; The Quintero, Fed. Cas. 11,417. But the articles will be set aside more easily than ordinary contracts, and probably it is enough to show that they were not so read over. The Quintero, supra, so that if it were true that the clause in question had not been read over or explained, that would be enough. Upon that issue there is a dispute. The Consul's chief clerk remembers nothing of circumstances which is quite natural, but says that it is his practice always to read over that part of the articles which describes the voyage before the seamen sign. It seems to me unlikely that he failed to do so in this case. Moreover, the libelants do not agree upon that point. Coombs says that the articles were not read and that the chief clerk said that the libelants would be paid off in the United States. He also attributes to the chief clerk a statement that they need not trouble about being paid off in England, as they were not wanted there and would not be allowed to stay. If so, the clerk must have been positively concerned to suppress the phrase in the articles because, being written in his own hand, he cannot have been ignorant of the clause in question. That he should have done so is improbable. Samuels also says that the chief clerk told him he would be paid off in the United States. Both say that the articles have been changed by the addition of the word "do," meaning ditto, which they now contain. This also is improbable because if there was a dishonest scheme to ship them fraudulently, it would have been completed at the time. Moreover, Samuel's name is included in the bracket which the chief clerk certainly wrote, and as to him there was no ditto sign. On the other hand Jones says that the articles were read by the clerk but not the phrase "if the ship returns." Possibly the stories may be reconciled upon the theory that when Coombs and Samuels said that the clerk told them what the voyage was, he was reading it. Yet it must be remember that they distinctly swore that the articles were not read. There seems to me to be a conflict, especially as Jones was later uncertain just what was read.

Wellington's version is more explicit as to the clerk's connivance in the scheme. He says that when the mate suggested that they might be discharged in England, the clerk intervened and said that they could not be expected to accept that, as they were not wanted there. Yet after saying so he allowed them to sign articles which he knew would make that right conditional upon the ship's return.

Therefore, the libelants' story necessarily presupposes, and indeed they avow, that they were the subject of a deliberate fraud, in which the Consul's representative participated, to deprive them of a right which they especially bargained for. This was accomplished by suppressing a part of the articles which if discovered they would at once have repudiated. I cannot see any motive for such a device unless the clerk had been corrupted by the mate or wantonly favored the ship against the seamen. On the other hand, there is an explanation which seems

(Continued on Page 11)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, March 21, 1921

Regular weekly meeting came to order at 7 p. m., C. A. Wamser presiding. Secretary reported shipping dull; members ashore plentiful. C. A. Wamser was elected assistant to the secretary, vice W. C. Hall.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary pro tem.

Vancouver, B. C., March 14, 1921.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, March 14, 1921.
Shipping dull; prospects medium.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, March 14, 1921.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, March 14, 1921.
Shipping very dull; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, March 14, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, March 14, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, March 7, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Mar. 16, 1921.
Shipping slow; situation unchanged.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, March 10, 1921.
Shipping slow; prospects uncertain.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, March 10, 1921.
Shipping dull.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, March 10, 1921.
Shipping medium; members ashore scarce.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Clemens Richards, No. 1541, a native of Nova Scotia, aged 39. Died at sea, March 3, 1921.

Sven T. Roth, No. 764, a native of Norway, age 45. Died at San Francisco, Calif., February 9, 1921.

Mikkel Rouvi, No. 855, a native of Finland, age 40. Died at Palo Alto, Calif., March 3, 1921.

APPRENTICE BILL DEFEATED

The State Legislature of New Jersey has rejected a bill that would make it unlawful to limit apprentices in any occupation. Trade unionists insisted that industry is so specialized that employers in many trades are now demanding handy men and not apprentices. That this view is correct is shown by the lack of interest in the bill by employers.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

Pickets Declared Unlawful

Commenting at a hearing on the application of Schwartz & Jaffee for an injunction to restrain the Amalgamated Clothing Workers of America from interfering with the workers of the company, Justice James C. Van Siclen of the Supreme Court in Brooklyn expressed the opinion that there can be no lawful picketing, because picketing is interference and intended "to injure some one." The Justice made his remarks after Meier Steinbrink, counsel for the company, had recited some of the alleged disorders which have attended the efforts of the manufacturers to maintain an open shop.

Justice Van Siclen asked Robert Szold, who appeared for the union, if the Amalgamated did not control the locals. The lawyer replied that it did not.

"To my mind there can be no lawful picketing, because if it is lawful picketing it can be of no use to the union," said the Justice. "The purpose of picketing is interference one way or another. The only reason human beings do it is to try to injure some one.

Employers' Intolerance

"For the next five years," he continued, "I imagine the workers will find difficulty in getting work. The worm is turning again. The trouble with the employers is, apparently, the workers can't work if they belong to a union. Have these employers put out notices that there is a strike there?"

"No, sir," replied Szold.

"Have they done anything to prevent workers from getting work? If they have, they won't get an injunction," said the Justice.

Mr. Szold referred to a written contract between the company and the employes which pledged the latter not to join any union during their employment. He held that the manufacturers were determined to break up the union.

"It is not a question of hours and wages but of 60,000 people who cannot get jobs," he said.

The officers of the Amalgamated named in the application for an injunction were Sidney Hillman, President; William Drubin, assistant manager of the New York General Board, and Jacob Potofsky, Assistant General Secretary. The strike began in December, and the manufacturers charge the pickets and sympathizers with all kinds of criminal acts since that time. Further briefs will be submitted by both sides.

Transport in Collision

In a dense fog off Little Egg Inlet, N. J., recently, the Shipping Board steamship "Invincible," bound for Norfolk, collided with the army transport "Madawaska," incoming from Manila, damaging the transport severely and necessitating radio calls for immediate assistance. The "Madawaska," carrying passengers, was struck amidships. First messages said she was taking water rapidly.

However, a later radio from her commanding officer said he had all boats safely out and would await daylight, when he would transfer his passengers to the "Invincible," which apparently was not seriously damaged. The "Invincible" reported she was standing by.

First messages indicated that the "Invincible" had drawn alongside the "Madawaska" and that the latter's passengers were being transferred, but subsequent information showed that the transport was in no immediate danger and that the transfer would not be effected until daylight.

The "Madawaska" finally was compelled to drop anchor when the water reached her fireroom.

A Convincing Argument

Editor, SEAMEN'S JOURNAL:

In your issue of March 2 I noticed an article in the Atlantic and Gulf department entitled "Seamen's Wages Threatened."

It says, in part, that "at an important meeting" of the American Steamship Owners' Association, held in New York on February 8, it was unanimously decided to reduce seamen's wages, eliminate overtime, and discontinue all agreements and collective negotiations with the Seamen's Unions of the Atlantic and Gulf after May 1, 1921."

As a member of the Eastern and Gulf Sailors' Association, I wish, through the medium of your publication, (which I have no doubt, the ship-owners read at certain times, when seeking information as to the actions of the various seamen's unions) to call the attention of the American Steamship Owners' Association to a few of the facts in the case, and the effects a 20% reduction in wages would have.

Seamen Are Underpaid

First, the present rate of pay is not excessive, when we consider the fact that the purchasing power of a dollar is now less than 50 cents, as compared with a few years ago, when the wages were half what they are now.

While subsistence is now computed at the rate of $3.00 a day, the board and lodging that we get on board ship is not actually worth, by any stretch of the imagination, over $40.00 a month; so that our actual rate of pay, $85.00, plus $40.00 for board and room, is not more than $125.00 a month. And few men would be willing to pay $40.00 a month for a room and board on shore if they had to "bunk" in a room with 8 or 9 other men.

The most common form of labor on shore at present is paid at the rate of $4.50 to $5.00 a day, or $135 to $150 per month.

Wages Small Factor

Second, according to the best statistics obtainable, the wages paid the crew, officers included, represents only about 7% of the total operating expenses of a ship.

Therefore, a reduction of 20% in wages would mean only 20% of 7%, or 140% of the operating expenses. And I notice there is to be an increase in freight rates, averaging 1%, from this port. So the actual saving to the ship-owners would be only .40 of 1%. Can the ship-owners afford to tie the ships up, at a loss of millions of dollars a day, to effect so small a saving?

Harm Might Result

Third, if the ship-owners should succeed in reducing wages 20%, there are very good reasons to believe that a great number of our foreign-born seamen will return to the countries of their birth, where the wages in comparison will be higher. Such action on part of the shipowners would be sure to put a stop to the trend of American youths towards the sea, and those native Americans at present sailing will refuse to go to sea any longer for such a low rate of wages.

This will mean that the ship-owners will either have to go out of business, or transfer their ships to foreign registry, which would be a costly and laborious process. The saving, in face of high wages on the other side, would be slight; almost negligible, in fact, when foreign exchange returns to normal, as it surely will, and it would end the dream of an American merchant marine, manned by American seamen.

It would also result in the loss of the billions of dollars spent by the United States during the war to secure an adequate merchant marine, and I don't believe the United States Government and the American people will stand for it.

So, it would be well for the American Steamship Owners' Association to think seriously before taking any such drastic and unpatriotic action.

H. G. TAYLOR, JR.

"JOHN D." SPLITS WITH U. S.

The greater part of John D. Rockefeller's income for 1920 will probably go to the Government through the operation of the Income and Sur Taxes, according to the Hackensack, New Jersey, Record. The Record roughly estimates Rockefeller's gross income for 1920 at $43,000,000.

"No one outside the Treasury Department, however, need take any great satisfaction in the situation," the Record continues.

"With all due regard for the use Mr. Rockefeller makes of his wealth, which is on the whole beneficial, it must be admitted that it is far better for 20,000 families to get $2000 apiece, or for 10,000 to get $4000 apiece, than for one family to get it all. It would be better socially.

"Also, provided the practice of stock investment were spread around along with the money, it would be far better economically. The 10,000 or 20,000 families, by pooling their savings, could provide capital for big undertakings just as Mr. Rockefeller does, only democratically, without any dangerous centralization of power."

The surest way for America to develop $2,000 incomes and to develop capitalists among its citizens is through saving and safe investment. That way is open to all. The only steps needed are to set aside a certain sum from each pay check and put it into safe, profitable, renumerative Government Savings Securities. These are on sale day in and day out at all post offices and most banks.

EXPLOITING OUR BABES

Owen R. Lovejoy, general secretary of the National Child Labor Committee, publishes some startling facts in the current number of The American Child, in answering to the question of the El Centro Progress, "Is Child Welfare Report a Libel on Imperial Valley?" Lovejoy says: "The National Child Labor Committee is not responsible for the bad conditions existing in the Valley and other rural sections of California in regard to child labor and school attendance. We are responsible only for the description of these conditions in our recently published report entitled, 'California the Golden.' Instead of our being unfair to California, California is unfair to herself in permitting the conditions that we have described. The fact that other states have failed to protect children against rural child labor does not relieve California of her responsibility for her own children.

"Evidently the editor of The Progress did not read the report carefully," continues Mr. Lovejoy, "else his comment would not have been made up so largely of misquotations. We did not say that 'children three years old are made to pick cotton' or that 'children five years old are compelled to pick all day.' The statements as they appear in the original report are as follows: 'All kinds of children pick—even those as young as three years,' and 'Five-year-old children pick steadily all day.' These absolutely correct statements do not imply a majority of workers of these ages. They simply call attention to the fact that in work done by family groups children as young as three can be and are utilized. Their presence in the hot fields for long hours does constitute a bad phase of the child labor situation.

"The Progress takes exception to the statements that 'school attendance and child labor laws are violated more in Imperial Valley than in any other part of the State' and that 'between 2500 and 3000 children are out of school picking cotton.' These statements in the article are based upon statements by officials of the state government of California and can be verified from the records in the Capitol at Sacramento. If it be true, as the Progress implies, that the school and labor laws are as much violated elsewhere in California the conditions generally must be pretty bad, and I say it is the duty of The Progress to help make these conditions known.

"As for the number of children out of school The Progress says: 'Deduct the children of Mexican contract laborers—thicker than bees in a hive—and the number would not be any greater than in other sections of the State.' This, as our report shows, is very doubtful. But why deduct the Mexican children? Isn't a child in this enlightened country entitled to an education and a happy childhood, free from toil, even though his parents may be laborers and Mexicans at that? The fact that conditions may be worse in the country from which they come is not a valid excuse for denying a foreign-born child his right to an education so that employers or parents may profit from his labor. The Progress gives the impression that in its opinion Mexicans and Hindoos and negroes don't count, anyway. But every individual within our borders is a part of the American population. Unless we give him our best, he will give us his worst.

"California had a child labor law which should be enforced but is very poorly enforced in the Imperial Valley and elsewhere in the State—for reasons given in detail in our report. Shortage of schools is not the whole of the explanation. Children are not attending even where there are schools—many of them are working. We understand that a bill is pending in the Legislature appropriating money for the enforcement of the Child Labor Law in rural districts. We learn also that more attendance officers for rural California may be provided for in another bill before the Legislature. Hopeful also are the plans of the State Department of Education for the employment of traveling teachers to follow the migratory families in their seasonal occupations and take charge of their children. In general, the solution of the rural child labor problem in California and through the United States is schools where the children are and children in the schools where the schools are.

"There is more child labor in rural than in urban America," continues Mr. Lovejoy, "and some of it is just as bad as in the cities. The idyllic conception of country life stands in the way of popular recognition even of its existence. The conspicuous feature of rural child labor is its interference with school attendance. The average school term in the United States is 140 days, while the city term is 180 days. Of every hundred children enrolled in city schools, the daily attendance is 80, while of every hundred enrolled in rural schools only 68 are in daily attendance. So that for every hundred days of schooling received by the average city child, the average country child gets only 65. Studies made by the National Child Labor Committee show that child labor on farms and ranches causes as much absence from school as illness, bad weather, bad roads, distance of home from school, and indifference of parents or children all combined—and sometimes even exceeds the absences caused by all these other factors. Is this situation democratic—this inequality of educational opportunity as between the children of the city and the children of the country, and as between the children of the well-to-do and the children of the poor? Does it help prepare children for citizenship and democracy?"

BEACHCOMBERS IN MANILA

The number of destitute seamen at Manila have been unusually numerous during the past year; over eleven hundred American seamen being discharged from their vessels at that port.

Of this number 488 were discharged by mutual agreement, 158 on account of sickness, 295 owing to termination of contract, and 159 were discharged for cause. During the year subsistence and lodging were provided for 375 destitute American seamen; this number being unusually large, due to the fact that American Consulates at various Asiatic ports shipped the destitute seamen in their respective jurisdictions to Manila. Another reason for increase in the number of seamen furnished help is the marked increase in the number of American vessels calling at the port.

ECONOMIC PROGRAM OF CHILI

In a recent address before the Chilean Chamber of Deputies the Minister of the Interior discussed the aims and policies of the new administration, referring especially to the economic world crisis and its present obvious effects in Chile. These conditions have brought about a situation in business and in industry which calls for the co-operation of labor, capital, and the Government in order that prosperity may be restored.

The definite measures recommended to the Congress by the administration, aiming toward economic betterment, were the following:

1. The creation of a new department of the Government to be devoted to the encouragement of agriculture, the promotion of commerce, the improvement of the condition of labor, and the social welfare of the people.

2. The passage of acts re-forming the tariff, increasing the revenue tax on tobacco and its products, and defining taxes on property, inheritances, and income.

The two measures above enumerated form the basis on which the incoming administration will found its economic program. That pertaining to a new Ministry of Agriculture, Commerce, Labor, and Social Welfare is now being discussed by Congress. This department of the Government will have in its care the fulfillment of the social reforms expected by the people; its objectives will include the scientific encouragement of agriculture, the conciliation of capital and labor, the effort toward greater productiveness in industry, the reduction of alcoholism, the fight against social diseases, the protection of national industry against foreign competition, minimum wage and insurance for the workmen, and the improvement of the legal status of women.

In spite of the vigor of its people, the population of the country has not grown rapidly, because of the high infant mortality and small immigration. (Official figures place the total population at 1,819,223 in 1865 and 4,127,138 in 1919.)

THE NOME GOLD FIELDS

The famous Nome placer gold fields discovered in 1898 have now produced gold worth nearly eighty million dollars. Much of the gold mined in this region is won by the use of dredges. Twenty-two of these machines were in operation in 1919 and made a total gold output of $450,000, and open-cut and deep mining in that year brought the value of the total gold output of Nome and other districts of the Seward Peninsula up to $1,360,000. In addition to the gold, about 56 tons of placer tin and 20 ounces of platinum were produced on Seward Peninsula in 1919.

Farmers of the wheat growing sections were hard hit by the collapse in prices of grain, and a number of young people who had provided for educational work defaulted in payment as a result of the crash. Notwithstanding these conditions which seriously affected over one hundred of his students at the school for Lecturers and Organizers, Mr. Mills made good on all his contracts. The Mills Training School has completed its Winter Session and is making ready for the Summer Session.

OUR WASHINGTON LETTER

(By Laurence Todd)

New Officials Inherit Trouble

Washington, March 11.—Secretary of Labor Davis has been called upon by President Harding to take up immediately the question of whether the Government shall intervene between the meat packing combine and the 200,000 employes in the industry who have received notice of a 12½ per cent. reduction in wages and the abolition of the basic eight-hour day.

Davis has before him the full history of the relations between the packers, the packing plant workers and the Department of Labor, which was the third party to their wage agreement made during the war. Secretary Morrison of the American Federation of Labor called upon Davis yesterday and explained the need for prompt action if a serious strike is to be avoided. Morrison also left at the White House a copy of the telegram sent by the stockyards workers to the President, asking his mediation. Thus far, no mediation by the Government has been promised.

The point at issue is the right of the packers to force the workers to take a reduction in wages or to go on strike, with the prospect of creating a shortage of fresh meat throughout the country, when by the terms of their agreement made through the Department of Labor they are bound to maintain the existing scale until one year after the declaration of peace. Peace has not been declared; the packers claim that they never intended to wait three years after the armistice, and that they are not obligated to do so.

Packers Keep Strong Lobby

There is a powerful lobby representing the packers in Washington. That lobby can be trusted to get the ear of the Secretary of Labor and to tell him a persuasive story of the sufferings of the poor Armours and Swifts and Morrises at the hands of the greedy stockyards workers. Mr. Davis, who is a bank president, may be expected to listen most respectfully to the packers' side of the argument.

In view of this situation the American Federation of Labor officials here have called a meeting of all the A. F. of L. internationals represented in the stockyards, to be held March 14 in Chicago to discuss plans for resisting the packers' program.

The most hopeful phase of the unions' appeal to the President rests upon the paragraph in his inaugural speech in which he declared that industrial differences [illegible] before they developed to the stage of a [illegible]. He now has an ideal opportunity to make good on this suggestion.

Railroad Workers Interested

[illegible] are likewise interested in the proof which Mr. Harding may offer that he really intends to [illegible]. With the entire railroad world now involved in a fight over wage reductions, and the workers firmly [illegible] the increased cost of living implied in the wage cuts, it is [illegible] the White House will soon see the entire railroad problem deposited [illegible]. He can take [illegible] to deal with the matter, or recommending to Congress the [illegible] rates, or the purchase of the railroads by the Government in order that they may continue to keep open the channels of trade and travel. By refusal to interfere, he will doom the country to a railroad strike, because the railroad workers will not accept a drastic reduction in pay. By recommending higher freight rates he will merely cause a further increase in the cost of living and will check the shipment of many commodities that now are taxed too much for transportation. By coming out for public ownership he will have met the demands of the workers, but he will have backed completely down from his position of hostility, which he has held throughout his public career.

It will be a difficult choice, but Mr. Harding is President, and he cannot escape it. He must meet an actual economic situation with something besides political platitudes.

Responsibilities Are Heary

Herbert Hoover is said to be Mr. Harding's main reliance in facing the growing storm in the railroad industry. Friends of Hoover claim that he is to be Director General of Railroads, and that the advance guard of railroad executives is already here, discussing the probable welcome that will be given an offer from them to sell the roads to Uncle Sam. It is pointed out that the roads claim that they are making only $10,000,000 a year, at the present rate of earnings, on a capital of $19,000,000,000. As this rate of earnings is ruinously low, the big investors in railroad securities are inclined to think that they had better unload on the public.

As Dr. John A. Ryan has indicated in a speech, that American employers must finally recognize the fact that American workers will not be made to take a real interest in their work unless they have some sense of ownership and self-direction in their industries or in the tools with which they produce the wealth of the nation. Efficiency in many of the industries is to-day lower than for many years past. The refusal of the workers is due very largely to the feeling that efficiency merely leads to greater profits and to greater advantages for the employer in dealing with the worker.

Glenn Plumb and the executives of the sixteen railroad labor organizations have said, from the outset of the controversy over the return of the railroads to private control, that there would never be efficient railroading until the men secured benefits such as would be given by Government ownership and democratic operation. Time has proven them right. The railroad companies are now at the threshold of general bankruptcy, and Senator Cummins promises an immediate inquiry into the reasons for their collapse. President Harding will have to ask Congress to furnish the remedy.

In the tug of war between the violent prejudices of the Republican leaders against public ownership and democratic operation, on the one hand, and the break down of transportation finance on the other, it is quite possible that Mr. Harding may forget his suggestion of peaceful settlement of industrial disputes, and let the quarrel over the wage reductions drift into a nationwide strike.

Labor to Fight Reaction

Secretary Morrison of the A. F. of L. is beginning a series of public speeches in industrial centers, in answer to the "open shop" propaganda which is being circulated at heavy cost by the organized employers. He addressed a big crowd in Baltimore last Sunday night, and is going into North and South Carolina, Ohio and Pennsylvania. He is showing the directing hand of Judge Gary and the United States Steel Corporation in the anti-union drive, and is pointing out that the next step will be an attempt to empower Congress and the President to draft labor whenever a strike is threatened.

This activity on Morrison's part is stimulated in part by the expected decision of the United States Supreme Court that the property of all labor organizations is subject to seizure in payment of damages claimed by employers when the unions attempt to organize their employes. Such a decision, in the Coronado Coal Company case, is anticipated within a few weeks.

Moreover, the Supreme Court has decided, in the case of the Milwaukee Leader, that the right of any paper or magazine to the use of the mails can be revoked permanently by the Postmaster General when that official is convinced that the paper has violated any of the laws against publication of forbidden matter—lottery, obscenity, anarchism, sedition or fraud. In case of a big strike, every pro-strike publication might be shut out of the mails completely at a nod from the Postmaster General, on the pretense that it had printed something "anarchistic." This decision puts the whole freedom of the press in the hands of an official who is chosen for his political bias. Fear of losing the mailing privilege, as Justice Brandeis pointed out in his dissenting opinion, will itself restrict the liberty of expression of opinion by publishers.

Commercial Interests Aggressive

Philadelphia business men, through their Chamber of Commerce, have published in the Public Ledger a half-page advertisement charging that the American Federation of Labor seeks to "become a special privileged class—setting up a labor dictatorship."

They print, in big black headlines, the issue: "Laws, Courts and Constitution, or American Federation of Labor?" Below this they quote the proposals made by the A. F. of L. emergency conference here on February 24 toward establishing some degree of industrial freedom—the right to work and to cease work collectively, and to collectively bestow or withhold patronage, and exemption from collection of damages from union funds, as well as the removal by Congress of the usurped power of the courts to declare unconstitutional laws enacted by Congress. They quote also the demands for repeal of anti-strike and anti-combination laws, and the denunciation of the misuse of injunctions, with the pledge to ignore these illegal injunctions in labor disputes.

These Philadelphia employers and financiers pronounce the power of the courts to nullify acts of Congress to be "one of the Nation's bulwarks," while the violation of injunctions "would make the Constitution a 'scrap of paper'," and the repeal of industrial court and anti strike laws "would give immunity from the law."

WATCH YOUR SIGNING

(Continued from Page 7)

to me adequate. The ship probably expected to return to the United States at the time and the mate very likely gave some assurances that she would. The seamen probably accepted these as enough, and assumed from them that the condition attached was too unlikely of fulfillment to be of consequence. After the event they very naturally translate the assurances into a positive engagement by the ship to discharge them in the United States. The original probabilities of a return here would account for their willingness to ship upon the condition imposed.

It may be that in this way they have suffered an injustice; it was certainly a grievous loss to them to be discharged in England where no work was to be had. Yet it would be a serious precedent, disregarding the fact that they are British subjects suing a British owenr and charging a British official with fraud, upon such testimony to set aside articles signed in conformity with the statutes drawn for the protection of the seamen. Of course, I recognize the possibility that such officials may prove faithless to their trust, and when they do, the breach is doubly serious, just because the seaman is so helpless. Yet if the articles are to be lightly ignored, the very safety which they are meant to insure disappears. The whole plan of the statute presupposes that the articles shall be a final memorial of the contracts, and their official execution is designed to prevent their abuse. It is a necessary correlative of this that as against both sides they must be enforced in the absence of convincing proof.

The libel is dismissed without costs.

L. H.
D. J.

March 8, 1921.

A WORLD CONSCIENCE AT LAST

WALTER THOMAS MILLS,
President The School of Social Service.

Mr. Wilson's former Secretary of State, Mr. Colby, now his partner in the practice of law, struck the high water mark in the ebbing and flowing of the tides in international affairs which are leading on to an international conscience, in a certain remark of his in his refusal to trade with Russia.

* * *

Mr. Colby said that such trade ought not to be undertaken for the reason that the Russians had nothing with which to pay for American goods except gold and that the gold did not belong to the parties who were offering it to American maufacturers. He strongly intimated that to accept it would be a serious blot on the well known moral character of American profiteers, that it would be accepting unclean gold in exchange for American goods, produced under faultless moral conditions prevailing in this country. In this he may have been in error as to his facts, but the moral principle is sound—that trading in stolen goods is not really a nice thing for nice people to do.

* * *

In this connection, there is a further announcement that also strongly suggests the coming of an international conscience as related to international trade. Mr. Colby had before him the proposal of the conscienceless Bolsheviki. To trade Russian gold for American goods, but the Bolsheviki had stipulated that the goods must bear the union label. They intimated that the products of the American "scab" shops would not be acceptable.

* * *

The czar had robbed the Russian people of the gold. The Russians had overthrown the robber and had rescued the stolen goods which they proposed to exchange for stuff which they could use to a better advantage than they could use gold. But Colby said "no."

* * *

The American manufacturers were then exchanging American goods made with non-union labor on credit with Great Britain and France. The Yankees were delivering their goods immediately, but were and still are waiting for payment until France could get its gold bricks from the German working people who were required to produce them without straw and to deliver them without reward and no question of conscience had arisen in Europe as to the moral cleanliness of the American "scab" made goods or as to the German gold yet to be obtained by force.

* * *

The Americans never hesitated to take the Russian gold as long as it was in the czar's hands. To be sure, he had taken it by force, but it was his gold anyway. It became unclean only when the people had rescued the stolen property and offered it in exchange for goods to be produced under conditions fair to union labor.

* * *

Mr. Colby was in a very embarrassing position. He could not accept the Russian gold in exchange for union-made goods without seriously reflecting on the morality of the "scab" shops in this country. The Bolsheviki were in a like embarrassing position. They could not accept the "scab" made goods of this country without lowering their standard of justice for the workers of all countries.

* * *

Possibly neither Colby nor the Bolsheviki were sincere in their utterances, but that does not matter. The word has been spoken. There is to be a conscience in international trade. Labor in all countries is to be protected by raising the standards of living in all other countries.

* * *

The workers of Germany cannot be compelled to produce a hundred billions of dollars worth of goods in excess of their bare subsistence—not even for war indemnities, without filling the world's markets with the products of unpaid labor. That would mean, first, a glut and then disaster to all countries. The workers of France, of Great Britain and of America cannot consent to accept on any terms any goods produced in Germany or anywhere else under conditions which are unjust to labor, not even if the indemnities remain unpaid—not even if American foreign loans must be cancelled.

* * *

Colby and Lenin are quite right in their agreement as to principle. But if so, the conclusion must be that wealth, whether in the shape of Russian gold or German coal or the products of American "scab" labor, must arrange to come into the world's markets unstained by oppression or it has no business there. The products of slave labor—and all labor is slave labor when performed under compulsion—the products of slave labor like the spoils of piracy must be denied a decent standing in the decent markets of the world.

The yarn about Bolshevism trying to break up the home got back to Russia, where it still causes loud laughter. For the first time for centuries Russia has real homes—homes guarded from the bitter want that made prostitution the hideous heritage of the beautiful poor.—Maori Worker.

International Seamen's Union of America

(Continued from Page 5)

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Labor News

Organized bricklayers and plasterers of Mobile, Ala., have voluntarily reduced their wages from $10 to $8 per day, giving as the reason the reduction in livinug costs.

The New York, New Haven & Hartford Railroad has announced a conference of additional classes of employes to discuss a downward revision of wages, effective April 15. Approximately 22,000 employes will be affected by this revision.

The New York Central Railrod, whose wage revision proposals have been rejected by unskilled labor, have forwarded a petition to the Railroad Labor Board in Chicago asking that tribunal to make the proposed reductions effective tentatively on April 1.

A 48-hour week for women in the State of Nevada is provided in a bill submitted to the Legislature by Senator Kenney of Storey. Women engaged in harvesting, nurses, women employed in canning, curing or drying perishable fruits and vegetables are exempt.

Working forces for all lines of the Union Pacific system have been reduced by about 17,000 since the middle of last December, according to announcement of E. E. Calvin, vice-president in charge of operations. The total number of employes before the process of reduction began was about 50,000, Calvin said.

Wage reduction proposals affecting thousands of men have been officially anounced by practically every Western railway headquarters in Chicago, among them being the Santa Fe; Chicago, Milwaukee and St. Paul. Chicago and Great Western; Chicago, Rock Island and Pacific, and the Chicago and Northwestern. The roads will first hold meetings with their employes in an effort to reach an agreement regarding a wage reduction. If the roads and workers were unable to reach agreements the disputes are to be allowed to go before the Railroad Labor Board.

Reductions in wages of common labor, put into effect by the Erie Railroad on January 31, have been rescinded and the former wage schedule restored, according to the company's announcement. The company statement said that a "slightly improved condition of business" permitted payment of the old scale. The Railroad Labor Board recently condemned action of the road for not first submitting the proposed reductions to it for approval and ordered restoration of the former scale.

In a recent address Samuel Gompers voiced organized labor's opposition to wage reductions and the open shop movement. He warned "enemies of rational labor unionism" against driving too hard the bargain of wage revision; said that labor regarded aspiration as a guarantee under the constitution and interpreted that in terms of "We want [illegible] and asserted that [illegible] added that the men of [illegible] fought to protect the country [illegible] themselves against a political autocracy, would not submit to an industrial autocracy. He declared that the time was ripe to try men's souls and "deal with the matter of wages and profiteering still going on, the people of [illegible] have [illegible] to answer for."

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Abrahamsen, Haefian
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danli, E. R.

Erikson, Sam
Erikson, Einar
Erikson, Lars
Ekengren, Olaf
Eriksson, Nils
Eklung, Victor
Edvordsen, John
Elsted, John
Edvords, Louis

Forbes, Frank M.
Fugman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
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[illegible]
Gangsrod, Karl
Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
[illegible]
[illegible]
[illegible]
Healey, Geo. S.
[illegible]
Holmen, K.
[illegible]
[illegible]
Harms, F.
Holling, Jack
Halmin, Wm.
[illegible]
Hansen, S. P.
Harper, E. G.
Hinton, Henry
[illegible]
[illegible]
Hoff, Ole

[illegible]
Janssen, R.
[illegible]
[illegible]
[illegible]
Johnsen, Ludvig
[illegible]
[illegible]
[illegible]
[illegible]

Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
Jorgensen, Fred
Johanson, Henrik
Johnson, Alex
Jensen, Wilhard, E.
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Jones, A. H.
Johnson, Gust

Kallo, K.
Karlson, G. A. -1190
Krastin, J.
Kragstad, A. E.
Hoppen, Oluf
Kristiansen, Aarnt
Knudsen, Andrea
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Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Laskinen, Fred
Livingstone, Ed
Larson, Rudolf
Lucy, James
Lichtenberg, Ben
Lauritsen, P. E.
Ljungstrom, Oscar
Lee, L.
Larsen, Emanuel
Larsen, E. -1345
Lauritsen, P. E.
Leeween, A. W.
Landlung, Chas.
Lauritsen, Jack
Larson, A.
Lawersen, L.
Lieson, Wm.
Lynum, A. M.
Lutton, Theod
Lyngues, Chr.
Lund, Eric

Millard, Frank
Martinsen, Ingvald
Macleod, Alex
Molder, John
Monroe, N. S.
Mengert, Fred
Moore, Thos.
Margaard, H.
Michalson, Harald
Musch, Chas.
Mann, Albert
McPherson, James
McLean, Angus
McIntyre, L.
McCoy, J. L.
McMullen, J.

Nilsson, N. J.
Nilson, A. H.
Nolan, Janus
Nelson, Swan
Nilson, Carl -302
Nurse, A. L.
Nilson, Adolf
Nergaard, H.
Nelson, Werner
Nelson, P. A.
Nilsen, Harald
Nelsen, Peter
Nelsen, Ross
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Newland, Ernest
Nyhagen, Julius
Nicholsen, Ben
Nurken, Herman
Nelsen, A. B.
Nahlnan, F.
Nilsen, N. P.

Ovist, John
Osterberg, C. V.
Optedal, Caspar
Olsen, John H.
Owens, J. W.
Ogga, Ed

Pendville, N.
Pedersen, J. M.
Petersen, Bjarm
Parker, Bert
Pederson, C. E. -1286
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Pedersen, Emil F.
Pabus, Laas
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Pedersen, O. J.
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Quandt, A.
Rasmussen, Chr.
Rod, S.
Rasmussen, Peter
Rebour, Frank
Rorvik, Chas.
Randle, C. W.
Reilley, Ralph
Ross, Herbert
Ronberg, Edvard

Sandin, P.
Sater, P. Pedersen
Skag, Otto
Soderberg, Albin
Scarpa, E.
Stiffler, Roy
Sherrin, E.
Strand, Charley
Skeag, Paul
Shipley, A. M.
Stetson, Henry
Schrage, P. W
Sehler, T. J.
Schirmbel, Rup
Sarv, H.
Smith, Aug.
Searlett, J.
Swansen, Axel
Salonen, Ivori
Salmar, K.
Stockburger, C.
Stidham, C. W.
Samuelsen, Hugo
Semberg, John
Swanson, J. -1013
Sandvik, H.
Teneson, J.
Trippiett, C. J.
Thorsen, Hans
Tugmen, Arthur

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Thoresen, Arthur
Unwin, H.
Wheeler, G. W.
Wickens, Henry
Wiser, John
Welson, E. W.
Wilson, Walter
Westerlund, Albert
Thorsen, Hans
Torstinsen, A. J.
Volley, P.
Wold, Stadius
Ward, Wallace
Wahlstrom, Eric
Wallin, A.
Walker, A. A.

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San Pedro Letter List.

Andersen, John
Anson, John W.
Arnesen, Isak
Anderson, Billy
Arakesen, Asak
Arnell, John
Altanen, Charley
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Ackeson, Eric
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Anderson, C. B.
Ahrenstedt, Arthur
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Adams, H. C.
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Brenner, Alfred
Boll, H.
Bridges, H. R.
Bersin, Jacob
Blom, E.
Brunyee, Charles
Belmont, Joe
Berglund, Emil
Bock, Herman
Berg, Christ
Cards, Walter
Christophersen, Bert
Christophersen, Chas.
Campbell, Edw.
Cooper, Albert
Clementsen, Alfred
Carlson, J.
Carroll, Kenneth
Caputo, Samuel
Church, C. E.
Coffey, George E.
Cormie, William
Carr, Robert R.
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Christenson, James J.
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Deavor, Alvin
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Durand, Ernest
Ek, Willi
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Edtie, Geo.
Eliassen, Emil
Eskola, Henry
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Fallen, Joe
Fallbom, J. A.
Forsberg, Alfred
Freitag, F.
Fickle, Omar
Feeley, Donald
Fish, Ralph
Gustafson, Victor
Gustafson, John V.
Grasson, Joe
Gustafson, Carl
Gunerud, Ullrik
Gullaksen, Hans
Gustafson, Johan
Gallagher, Dennis
Hensen, Frank
Hickey, John
Hansen, Archie
Hansen, B.
Holm, Olaf
Hagberg, Norman
Holmroos, David
Hauth, Charles
Harnick, Julius
Howell, Leonard
Hansen, Bernhard
Hyde, Tom
Hansen, Berger K.
Hill, Charles
Heyen, Harry
Horton, Geo. A.
Hartman, J. W.
Heine, A.
Hurley, Michael
Holtkamp, M.
Hoelland, Johnny
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Johnson, James
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Jomo, John
Johansen, J. E.
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Johansen, Carl
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Johansen, J. -1432
Jensen, Kristian
Johnsen, George
Jacobsen, Tom
Jeffries, Eddie
Jorgensen, Jens G.
Johnsson, Pete
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Juniper, Foster
Jewell, Al. M.
Jones, Arne M.
Jensen, Paul
Jonsson, B. F.
Johansen, Anton
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Jonassen, Johannes
Janson, Jack R.
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Jensen, Jorgen E.
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Isakson, J.
Ingvalsen, Arthur
Kuckens, Ben
Karjam, John
Kaktin, Ed.
Kidder, H. D.
Kilburg, Peter
Killat, Dan J.
Kearney, Hugh
Koski, Juho
Kloe, A. C.
Knudsen, Andrew
Larson, C. S.
Luce, Paul
Lehan, C.
Lund, J. V. -2010
Lobelos, Jose
Lee, James
Larsen, Olaf J.
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Loeff, H.
Losher, Josef
Loeff, H. van Der
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Lindstrom, John
Melander, Gust.
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Manss, Felix
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McCormick, Lawrence
McCard, Albert
McVay, Frank
McGhee, E. J.
McMullen, Dan
Nixon, L. A.
Neville, Thomas
Nelson, Charlie
Nelson, Emil
Nystrom, Uno
Nelson, Gus
Nelson, E. C.
Nilsen, Alfred
Nelson, Ernest C.
Nelson, C. A.
Olson, Ole
Olsen, Kristian
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Olsen, Ole P.
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Olsson, A. W.
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Olsen, Ole -1329
Olson, Olaf V.
Olsson, Carl G. -1101
Ossante, Anthony
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Offerdal, Ingv.
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Pylkanen, William
Perry, William
Pahis, Jim
Pastorillen, M.
Peterson, O. -1558
Pedersen, Lars
Portham, Matt
Rantala, Samuel
Rossdam, Harry
Rhodes, R.
Rckow, Steve
Roberts, J. W.
Rosenthal, W.
Rod, S.
Rohman, Pete
Swinka, Albert
Sandback, Geo.
Steinberg, John
Swanson, Eric K.
Sodergren, Oskar
Sunde, O.
Schmees, H.
Sorensen, Edwin
Sandberg, John
Schierenbeck, Karl
Selzer, Max
Swanson, E. S
Siksna, Julius
Sether, S. J.
Schutte, Richard
Stahl, Oscar V.
Sundholm, Frans
Salo, Anshelm
Sundquist, Walter
Stenroos, Frank
Soinila, Arvid
Swanson, Eric K.
Sakariassen, Bernh.
Seland, Hans
Sandberg, N. A.
Schmidt, H. T. L.
Treuland, Constantine
Tensfeldt, John
Tryon, Ted
Thompson, M.
Thompson, Maurice
Turnquist, M.
Tinsman, F. T.
Tufty, C. J.
Tamm, Helge
Tvede, Nick
Tosh, James M.
Viscarra, Oscar
Verney, A.
Veckenstedt, Wm.
Wilson, John
Woide, John
Ward, Stephen.
Wennerquist, Anton
Wright, Tom
Wezwager, Andrew
Wilhelmson, Karl
Winkelman, Otto
Worthington, Asa
Wilson, Edw.
Wichman, C. H.
Westerberg, Otto
Woods, Claude F.
Ward, Wallace C.
Wilhelm Eduard
Young, Carl
Yeoman, W. E.
Young, William
Zetbury, Harold
Zimmerman, Fritz
Zimera, G.

Registered Mail

Reed, Frank
Kallio, Franz
Brast, K.
Pinnington, D.

Packages

Campbell, J. R.
Costley, F. L.
Raegener, Gust
Jonassen, Fred
Jones, Ernest R.
Eliassen, Emil
Larson, C. L.
Hennum, Christ
Leskinen, Fred

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INFORMATION WANTED

Thos. A. Jones, 720 N. Lancaster Avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va. 3-9-21

Mrs. John M. Eshleman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda County this spring, 1921. 2-16-21

Peter Ronald, a native of Norway, age 56 years, injured while acting as a boatswain on board the S. S. "Ahala" on August 22, 1919, at Hartlepool, England. Anyone knowing his whereabouts will please communicate with S. B. Axtell, New York City. 12-8-20

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

SAN FRANCISCO
Alaska Fishermen's Letter List.

Andersen, Ole
Andre, John
Boman, Carl W.
Boergran, John
Boyd, Frank
Carlson, E.
Damberg, August
Domenico, P.
Duke,, F.
Dalin, August
Farrington, Joseph
Groth, J.
Gustafson, Emil
Hiteskero, J. C.
Hakansen, Ingvar
Hagberg, Gust
Jakobsen, Emil
Jeffers, A.
Johansen, F. C.
Kerrigan, G.
Karlkromoni, Steve
Kelth, Manlius
Kjerdalen, Ole
Kristoffersen, H. O.
Leonard, Heber
Larsen, Theodore
Levele, Ed.
Malmsrom, F.
Mickelsen, P.
Miller, J. A.
Mikelsen, M.
Marcilane, R.
Marcilane, H.
McDonald,
McNiell, Ross
McVicar, Geo.
Nelson, Clark
Olson, Carl
Osterman, John
Pettson, W.
Pherson, Donald
Petersen, Louis
Parone, S.
Perunin, Christian
Smith, R.
Schultz, Walter
Shivers, D.
Strickland, G.
Skooba, Nils
Tennisen, Peter
Widell, Julius

Registered Letters

Meyer, Hans
Rassmussen, P.
Strusk, John Valentine

Lodersen, John
Leskinen, Fred
Lill, Karl
Portham, Matt
Hansen, Oskar
Fallen, Joe

INFORMATION WANTED.

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

Frank K. Sofsky is desirous of knowing the whereabouts of his brother, Carl McCormick Sofsky, who was last heard from while returning from France on the U. S. Army Transport "America" at Norfolk, Va. Anyone knowing his whereabouts will please communicate with the above named party at 9 N. Washington Street, Stanton, Va. 7-7-20

Checks are now available for the members of the crew of the S. S. "Windber," for salvage services rendered against the S. S. "Elkton," in November 17, 1919. The following members are requested to call or communicate with owners, the Pacific American Fisheries, South Bellingham, Wash.:

Aspostal, C.
Grant, P.
Samuelson, H.
Frederickson, F. W.
Jacobsen, O.
Wallace William

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Domestic and Naval

While maneuvering off Rhode Island the submarine "N-2," a coastal type boat, struck the Watch Hill reef and ran up on the rocks high and dry. According to latest reports no lives were lost, and the boat will be salved.

The Iowa House of Representatives has defeated the Kime anti-strike bill. In defending the bill, the author made the usual claim by this brand of "statesmen," that officials of the Iowa State Federation of Labor "do not represent the labor movement."

A resumption of immigration from Ireland to America has become evident and the Irish republican army is taking steps to prevent it. An immigration agent in Listowl, County Kerry, has been threatened with death if he books any males between the ages of 16 and 45 for passage to America.

The decline in manufacturing activity in New York State appears to have passed its climax, according to the preliminary tabulation of manufacturers' February reports to the State Industrial Commission. It is shown that there is a 2 per cent. gain in employment over January. This is the first increase reported for manufacturing as a whole since March, 1920. The revival appears chiefly in those industries hit hardest by the depression in the past months, while most of the industries less affected by the decline continue to show reductions in employment.

In connection with the reported aggrandizement of operations of the United States Navy in Pacific waters, some significance is believed to be attached to the expansion of both army and navy transport service, particularly between San Francisco and Honolulu. The navy transport "Hancock," 3400 tons, en route to San Francisco from Philadelphia, will make a few trips between San Francisco and Hawaii, and then probably supplement the "Newport News" and "Pensacola" in the Honolulu-Guam-Manila run out of San Francisco. The "Hancock" is one of the largest navy transports and carries more passengers than the two now operating. Definite decision has been made by the army transport service to keep the "Buford" in the San Francisco-Honolulu "shuttle" run, a new service to which the "Buford" was tentatively assigned a few weeks ago.

The real major policies of American naval plans have not been determined by the new administration. No decision has been reached as to whether the Atlantic and Pacific battleship fleets shall be united into one main fleet or continued as separate units, as at present. Nor have any steps been taken toward framing a new policy of military and naval defense on the basis of changed conditions in the Pacific. Reports that Major General Leonard Wood was being sent to the Philippines with an idea, among other things, of reporting on the advisability of making a so-called Gibraltar out of the Island of Oahu in the Hawaiian group have been denied. The declared purpose of sending General Wood to the Philippines was to obtain from him a report on conditions there, especially with a view to determining what the attitude of the present administration should be toward the movement for Philippine independence.

Domestic and Naval

According to the latest ruling of the United States Navy Recruiting Department, a revision has been made in the enlistments of practically all branches. All enlistments must be for not less than four years, while the minimum age of enlistment is 18 years.

The Department of Commerce has been advised that the American steamer "Vincennes Bridge" collided with and sunk the British steamer "Fredville" off the coast of Holland on March 14. All of the crew of the Fredville were rescued and the "Vincennes Bridge" proceeded to Dover, England.

The San Francisco office of the Immigration Department is receiving groups of undesirables, mostly Chinese, Japanese and Mexicans, from all the Western States, to be deported March 30. About 80 are expected to be sent back to their native lands who are now public charges in this country.

Built for the government engineering service, the snagboat "Bear" was launched recently at the Schultze & Schultze shipyards. The vessel will take the place of the steamer "Seizer," which for years has been employed in keeping clear the channel of the Sacramento river. The "Bear" is a steamer of about 500 tons, with 157-foot keel and 23-foot beam.

Japan has determined to stand firmly on her mandate over the island of Yap, according to declarations of Viscount Uchida, foreign minister. Viscount Uchida stated further that the Japanese government was adopting every possible means to prevent the passage of laws similar to those adopted in the State of California.

Battle in the interest of the California dried fruit packing industry has shifted from San Francisco to the Shipping Board in Washington, D. C. After having been deadlocked on the question of granting preferential rates to packed dried fruit for several weeks, the North Atlantic, Pacific Coast and Eastbound Conference, comprised of eight intercoastal shippers, referred the matter to Washington at the request of the Shipping Board. Notices were forwarded by J. H. Todd, conference chairman, to the officers of the dried fruit associations affected, advising them to forward briefs of their cases to Washington. A full transcript of the proceedings of the conference in San Francisco also will be forwarded.

Secretary of the Navy Denby has withdrawn the order of Secretary Daniels forbidding representatives of the Navy League from entering naval stations or ships. The league has no governmental connections. In 1917 its president, Colonel Thompson, [illegible] the Navy Department [illegible] to "labor influences" in connection with an explosion at the Mare Island navy yard. Secretary Daniels demanded [illegible] at this result. When this request was not complied with the [illegible] the league's activities, as far as navy property was concerned. Women who were knitting articles for sailors under its auspices were compelled to distribute their gifts through other agencies. Secretary Daniels' prompt action put an end to the [illegible] baiters in this department of government.

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DECEMBER 31st, 1920

Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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Fischer, Chas. O.
Fritz, Ottmar
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Hood, Alex.
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Sidoroff, N.
Twigg, H. M.
Wagner, R. H.
Ward, W. C.
Wilkens, Henry

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Arturo Longueira, age 18, who mysteriously disappeared at South Ferry, New York, on August 25th, or any one knowing his whereabouts, will please communicate with Secretary, Marine Firemen's Union, 70 South St., New York City. 10-20-20

Mrs. Jean Taylor. 940 Pender Street, West Vancouver, B. C., is anxious of ascertaining the whereabouts of Robert Gilchrist Cassar, a member of the Sailors' Union of the Pacific. 10-13-20

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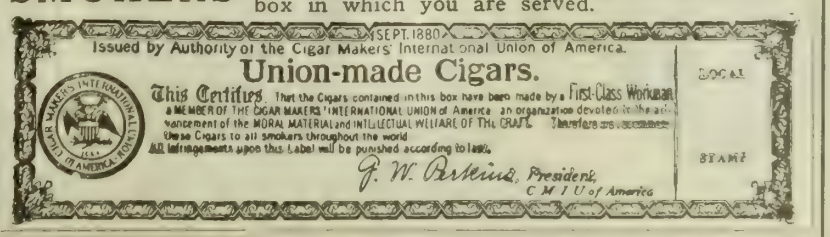

News from Abroad

Indians living in the high tablelands of Bolivia have risen against the Bolivian government and a native chief has proclaimed himself president of the Indian tribes.

The coal crisis, which threatened to tie up Victoria's industries, has been averted as the result of the efforts of Mr. Hughes, Australian Prime Minister.

Dispatches from Amsterdam state that exports from the Rhineland to Holland have stopped altogether. Neither buyers nor sellers are willing to risk imposition of the allied tax levies.

On advice of the British Government France has refused passports to eight members of the Chamber of Deputies who intended to leave for Upper Silesia to watch the progrss of the plebiscite.

News that a treaty of peace between Poland and Soviet Russia had been signed in Riga has been received at Warsaw. It was immediately transmitted to President Pilsudski and the cabinet ministers, who were attending a gala performance in the opera house at the time.

The students of Naples University recently went out on strike in protest against the ever rising price of scientific text books. Marching round the city to the bookshops they presented a demand that each publisher should grant an all-round 50 per cent. reduction. Those who refused had their stores raided and their stock tórn to pieces or pitched into the streets from balconics.

British factories are humming turning out products for Russia. Conclusion of a trade agreement with the Soviets was marked by immediate activity in several indutries. Although warning had been given that greatly increased trade will not be possible immediately, manufacturers hastened to prepare for the future. Mineral and oil from the vast Russian resources were expected to be available to British subjects. Completion of the treaty was regarded as a British victory.

Sir Harry Brittain, member of the British Parliament, recently returned to London from a tour in Germany, Austria and Czechoslovakia. "The Austrian," he said, "is waiting to be spoonfed at every angle. The German is pulling and in many cases has pulled himself together and the great machine is getting into full swing right across the country. In villages and small towns in Eastern Prussia and Bavaria, as well as in Berlin and everywhere one could not put down the feeling that this once great and powerful nation would be great and powerful again."

The Chita government has filed a protest with the Japanese government against the notification of the latter sent to the Validvostok authorities on Decemmer 16, that the Japanese had decided to place the Saghalien fisheries under Japanese military control. The government of the Russian Far Eastern Republic considers that the notification of the Japanese government relative to placing the Saghalien fisheries under the control of Japan a step to deprive Russia of her rights. The Japanese proposal is tantamount to an encroachment on Russia's suzerainty and is, therefore, inconsistent with the oft-repeated solemn declaration of the Japanese government to respect the rights and interests of the Russian government and the Russian people.

With the Wits

Said Beezlebub: "Welcome below! You have aided me more than you know,
The Blue Laws are swell,
They have surely raised hell—
My business is booming. What ho!"
—Life.

"Well, Bill," asked a neighbor. "Hear the boss has had a fever. How's his temperature today?"

The hired man scratched his head and decided not to commit himself.

"'Tain't fer me to say," he replied. "He died last night."—American Legion Weekly.

The bashful petty officer was on leave and was having a hard time making conversation.

"I suppose you've been in the Navy so long you're accustomed thoroughly to sea-legs," she suggested.

"I wasn't lookin' at 'em at all," he blurted, blushing.—American Legion Weekly.

A Pleasant Client.—He was a horrible looking man, even for a murderer, and he smirked evilly at the magistrate as he pointed at the counsel who was to defend him, and asked:

"Is that the bloke who is to defend me?"

"Yes," replied the magistrate, "he is your lawyer."

"If he should die?" asked the murderer, "could I get another?"

"Yes," doubtfully replied the judge.

"Can I see him alone for a few minutes?" asked the murderer.—Answers, London.

"Why do you turn out for every road hog that comes along?" said the missus, rather crossly. "The right of way is ours, isn't it?"

"Oh, undoubtedly!" answered he, calmly. "As for our turning out, the reason is plainly suggested in this epitaph which appeared in a newspaper recently:

"Here lies the body of William Jay,
Who died maintaining his right of way;
He was right, dead right, as he sped along,
But he's just as dead as if he'd been wrong."

—Boston Transcript.

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

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THE OPEN SHOP

A. Furuseth Debates Labor's Early Struggles and Industrial Evolution

The following able address was delivered by A. Furuseth at New York, Sunday, March 13, 1920, in a debate on the Open Shop.

ORIGIN OF THE TERM

Strictly there is, there can be, no such critter in our industrial jungle. The shop belongs to the employer and he can and does determine who shall be permitted to work in it. At the best the shop can only be open to such as the employer is willing to admit. If he cannot in his own vicinity find men willing to work with those whom he prefers, then he has the entire United States in which to search for such men and under some conditions the whole world. The open shop is a misnomer. The contending forces do not agree upon any definition. The term was, I think, invented by the Anthracite Coal Commission some time about 1902, and was then adopted by former President Roosevelt, who was a master at seizing upon and using words, which meant different things to different people; but which carried within them both an accusation and a decision. To debate such a term standing by itself is futile. I shall not try any such thing. I shall try to deal with it as part of a policy, which may or may not be in furtherance of evolution based upon principles—fundamentally Christian and American. From the employer's point of view the open shop is a defensive measure in his struggle to maintain a system of industry and a view of labor, that has come down to us from pre-Christian times. From the workman's point of view it involves the right of the worker to determine with whom he will or will not associate in his work. It is part of that question or that struggle, which we know in a general way as the Labor Question or the Labor Struggle.

The Labor Question

What is this thing called the Labor Question, what does it mean? In what relation does it stand to Social Evolution based upon the teachings of Christianity? The status of the laborers in pre-Christian times was that of a slave. The concept was part of the religion, the view of life, the origin of human life, and the duties arising therefrom. Substantially there was in the Roman period but two kinds of men. The Master—the heaven-born—who was sent from the Gods to govern, to teach and to pray. That is, as then understood to commune with the Gods through certain ceremonies, to ascertain their will and to announce it to those, who were born of the earth—earth-born—and who had no souls to be saved or damned. To the master class—the heaven-born—the worker was about the same as the domestic animals are to us, and so, at about the time of the advent of the Nazarene, there was roughly about seven per cent. of free men—men from the Gods—and about ninety-three per cent. of slaves or at best freedmen. Rome had conquered all possible enemies. It had made slaves of the conquered people and had used them to destroy the old Roman system of labor, which had made Rome the mistress of the then known world. It had suppressed three serious rebellions. It had the great mass of humanity—as we should say—at its absolute mercy and mercy there was none. Into this society—autocratic in religion, autocratic in the State, and autocratic in industry—a society in which equality and freedom of all who had the shape of men was unthinkable, came the Nazarene with his teachings, which are laid down in the Lord's Prayer. In place of the many Gods there is but one. In place of a few being the sons of Gods all those belonging to the genus homo are the sons of God. He is the Father of all. He recognizes no distinction between his children.

Brotherhood of Man

They are brothers by virtue of their common fatherhood. God, their Father, has given to them the earth with all there is in it. And He has given to them a free will to act as they shall think best, accepting the consequences of their own action or non-action. The Nazarene taught us to pray, "Thy will be done on earth as it is in heaven," and again, "Thy kingdom come."

The human family was taught to look upon itself as one brotherhood, being equal to each other, as having equal right to what God had given, as being equally free, as being equally responsible to their God and to each other for their conduct and their actions. Such a concept was in fundamental opposition to things that were. It was an attack upon the then existing society in all its aspects. It is no wonder that He said, "I come not to bring peace but a sword." What else could He bring into society as it then existed? Nor is there any wonder that He said, "I have come that ye shall have life and have it more abundantly." Surely there was to be more and more abundant life for the slave. He also said, "Peace on earth to men of good will." He gave to the world a concept of life and of conduct, over which and about which, the world has quarreled ever since. No wonder he was crucified. Necessarily, the chief attack was on the religious plane. But the Christian ideals did not restrict itself to this plane, it sought to reconstruct the whole of human society, and kept on growing until it was accepted as the State religion. Whereupon it became respectable and the patricians became again part of the priesthood. New wine was poured into the old bottles and, of course, was flavored accordingly. It was in fact relegated to the religious plane after being made the State religion, and it took some thirteen hundred years of struggle, carried on by organizations based upon religious discontent, to compel an unwilling world to give acceptance on the religious plane to this fundamentally revolutionary ideal. When finally accepted—about 1650—men began to think and to ask why not in the State? And there began a struggle to extend the Christian ideal in and upon the political field, and the struggle was carried on by political organizations based upon political discontent.

Party Political Struggles

As part of this struggle we find the American War of Independence, the French Revolution, the Peace at Vienna, the Holy Alliance, the insurrections of 1830, 1848 and 1860. We owe such political equality and liberty, as we now possess, to the struggle carried on during those times and by those men. The principle being admitted the Christian ideal moved on to the industrial field and now seeks to transform it into its own image. Religious organizations to conquer the religious field, political organizations to reconstruct the political field; it follows, that the industrial field must be reconstructed through organizations industrial in their nature. The labor question or the labor struggle is the Christian ideal seeking to enter upon the industrial field to transform it into its own image. The Roman society was like hammered steel. It was difficult to bend, more difficult to break, but bent or even broken, it remained steel. It would not accept the new ideal. The new ideal acted upon it like acid upon other steel. It dissolved it. It vanished, and there is said to be more real Romans in Roumania than in the whole of Italy. Rome rejected the message. Rome died. The tree carried no fruit appropriate to its nature. It dried up, was cut down and cast into the flames to give place to others.

If we were to look upon this evolution as a river having its source in Nazareth, broadening and deepening as it progresses, we will understand the power that the stream may have acquired by now. We shall also be able to understand, that it has been fed from other sources that it has moved through difficult country and has sometimes been swift, at other times sluggish, that it has carried on its bosom much that was living and much that was dead, and that it has absorbed many other streams in its wanderings. I shall try to indicate some of the most important ethical tributaries, that have helped it to grow and to become what it now is.

Liberty a Nordic Ideal

Perhaps the most important is the high conception of human worth and human liberty contributed to it by the so-called barbarians from the North. They had passed out of the period of ancestor worship, when they began seriously to impinge upon the Roman world. Many of their own religious concepts made it easier for them to accept the Christian ideal. Be that as it may, they did accept it, and brought to it their sincerity and courage. In conquering the Roman world they brought with them their own ideals and then accepted much that was Roman. The Roman law was constructed more especially to make it possible for rich men to live among poor ones—for masters to live among slaves. Their own—the barbarian law—was more calculated upon the idea of how to make it possible for good men to live among bad ones. The fundamental concept of the barbarian was a government by the bravest. It was aristocratic. It met and mingled with the theocratic ideal of the Roman church and out of that came a historical struggle known as the struggle between the spiritual and the temporal powers. It raged in Europe for centuries.

Rise of the Guilds

The combatants needed help from wherever it might come and the clergy organized the

Guilds. That is, they carried the principles involved to the common folk using the old Roman collegia as their model. As this new power grew it was, of course, observed by the temporal powers, and when the Guilds had reached a certain development they were permitted to organize into free cities. It has often been said that this period of the Middle Ages, from the fall of Rome to the discovery of America, was the Dark Ages. Nothing could be more untrue. It was a period of intense activity. The landowners recognizing that men must live from the land sought to appropriate to themselves as much of it as possible. Hence, the fighting among themselves. Land was of no use unless there was labor to till it, hence, the effort to fasten the tiller to the soil. In the early stages this was done in a perfectly human way through mutual agreement. Protection to the tiller. Food to the fighter. The theocratic idea—the clergy—seeking to impose itself upon all in the interest of peace. Between the two main combatants the Guilds went on organizing and developing handicrafts and trade, laying the foundation for modern industrialism. It was at this period that swamps were drained, forests cleared away and the soil made to bear the grains and fruits needed to sustain the steadily growing population. Labor and women were given a higher status. Cities were built, churches grew into cathedrals and castles were erected. The Guilds laid the foundation for modern sciences and civilization. These things were possible, because men felt themselves free. They felt that the products of their labor came mostly to themselves and their families. They had not yet readopted the Roman law as their particular guide in life. They knew fairly well how to bridle the profiteer. Their industrial ideal was honest work, and they determined what was honest and also the price. They gradually grew to such power as to become dangerous to the real combatants. This became recognized and the two combined.

Decline of the Guilds

The Guilds' property was confiscated, their schools taken from them, their right to govern the free cities was taken away after the upland folk had tried to share in their freedom by resisting the imposition of serfdom. The end of the struggle between the temporal and the spiritual power, through their union, brought freedom in the Middle Ages to a close. The buoyantly pulsating life of the people ceased. Substantially, it must be said that for more than four centuries the European world was governed, and badly governed, by the combination of the nobility and the clergy. The reformation came, but was hardly any more than a promise. The stream was sluggish and muddy, but the common folk remembered the better days, and from among them came at times religious teachers and political champions, sometimes as religious orders, sometimes as individuals, who had ceased to fear for themselves, and sometimes as warriors, who could sense realities, and who thus obtained the needed following.

The Wars for Trade

A tremendous stimulus was given to the spread of knowledge by the invention of the printing press and to the imagination by finding the seaway to India and the discovery of the American continent. Wealth undreamed of was to be had for the taking in both these new worlds. The adventurers took it in one way or another. It set new standards, developed new hopes, created new ambitions. The wealth, of course, could not help being distributed at least to some extent. But the more important fact is that the trade routes were altered as well as the visible wealth increased. Nations in Europe fought over the trade and the routes and especially over the terminals of the routes.

The terminals were in fact determined at the same place and in the same treaty that gave to the world the final acknowledgment of men's equality before God, or on the religious field. The terminals having been agreed upon, it had to be defended and utilized to the fullest extent. The wealth of the trading class in Western Europe increased with leaps and bounds. The old centers went into decay and their wealth diminished. The increase was especially in Spain, France and England. With wealth came desire for power. It was not granted. Nay it was taken away. This was successful on the continent; but failed in Britain. England became the country where the aspirations toward political equality were permitted to grow. The House of Commons maintained the power over the purse and had, therefore, the basis upon which to bargain with the King. It, the House of Commons, laid down the maxim, "First redress of grievances then furnish supplies." Thus, was opened the way for peaceable political evolution. On the continent the peaceful way had been closed, and there it had to come through revolution and bloodshed. Through it all the third estate was rising into power and to burst through all obstructions in the French revolution. A new power—the mass power—was rising and trying to take charge of the world. A temporary success then a temporary suppression, then the peace and the Holy Alliance—built to close the way for the new power.

The Rise of Capitalism

It then became necessary to appeal to the common folk, as in the Guild times, and since the new power needed freedom of speech, in order to agitate, freedom of the press, for the same reason, freedom of association, to meet and consult, freedom of locomotion in order to escape and right to asylum, in order to live and continue the agitation, the common people were endowed with these weapons, which now, when the struggle is practically ended, may be safely taken away, so they seem to think. The late war seems to have finished the struggle between the old and the new governing class, and so the Moor having done his duty, the Moor may go. We see in fact an effort in every country to destroy those weapons, which we were permitted to look upon as rights so sacred, that nothing could happen to them. The third estate has the power. It feels it. It desires to protect it. Swollen with power it seeks to erect barriers against any attacks upon itself. It meets in Paris and organizes a second Holy Alliance. It seeks to dam the river at or near its mouth, because it considers itself the legitimate heir to the political power—of the castle—and the industrial power of the Guilds.

When the spiritual and temporal powers came together and shackled all else, especially the manual workers, the Feudal magnates insisted upon having right over life and death of the peasants, who were on their lands. Of course, land was of little use without workers on it, and since the masters had the power, why indeed, should they not use it to tie the worker to the soil in real fact? It was done. Why not? There was none to defend the workers, or to show them how they might defend themselves. Their old leaders had for the time being turned against them. Just then there opened, at least a slight chance of escape through migration to the new world. Of course, they would be serfs there too. They would be working under a binding contract to labor, but at least, there was some hope, some perhaps. At least they might worship God in their own way and then perhaps they might be able to buy themselves clear in some way at some time. Others went to the new world for other reasons, but mostly they went to find more freedom. The government—the system—however, followed them. But they—the workers—were not the only ones to complain. The condition became more and more unbearable, and so the settlers came together and issued the Declaration of Independence, that document, in which we find all that is really American and also much that is really anti-American—that is, things of which they complain and to remove which, they entered upon the Revolution, which was to end by the world accepting as American those things or ideas, which the Americans in their hour of travail had promised to themselves were to form the foundation of the new Nation. And behold, it is the fundamental Christian ideal, that men are born free and equal, that there is no distinction before God, nor ought there to be any in the State, nor properly speaking, ought there to be any in industry. It is quite true that they failed to recognize the negro as a man, and that they could not quite see how the Indian could be a real man; but some did. Their best and bravest saw it and felt it. It took considerable time to realize the antagonism between the fundamental American principles and negro slavery. The penalty for delay was the Civil War with all its suffering. It may take some considerable time to attain to a full understanding, that the labor power of a man is the man, and that hence all the laws and decisions, which treat man or man's labor as property, are in fact anti-American; but if America is to last, if she is not to suffer the punishment of Rome, or the punishment for sin against the Holy Ghost, then she must absorb and understand this thought, which is difficult only because of its simplicity.

Era of Corporations

The policy of America is built upon individual freedom and equality of rights. America has, for economic reasons and probably very wisely, permitted the creation of supermen—corporations—substantially omniscient, omnipresent, omnipotent and immortal. Through this creation it has been possible for the men controlling them to get possession of the Nation's natural resources and such natural forces as the inventive genius of man has harnessed for man's use. It has resulted in immense fortunes, in political control and in such absolute industrial control as to destroy American liberty and equality of rights. This power, sometimes called the money power controls the press through advertising and stock ownership, it controls, alas, too many of the churches through the pew, the legal profession through fees and place, the universities through endowments, and the common school through the school boards. It is rewriting the posts of the pasts, or suppressing them through the great publishing houses. It is reaching out for the spiritual power through control over public opinion. It seeks to prevent any general organization of labor through the so-called American plan, which is borrowed from the Feudal magnates of Europe, invented by them and imposed upon a helpless people some two hundred years before Columbus found the West Indies. This power seeks to segregate labor into groups which can be cajoled, chloroformed or bludgeoned into submission pending the imposition of some philosophy, possibly from India, that shall take away even the desire for an independent Christian life.

Reaction

They resurrect the tribunitian power, invented in Rome to protect the weak against the strong, and they, the strong, now use it against the weak. They go to Rome also for anti-combination laws and in order to supply them here, they set up, and so far they have succeeded in maintaining, that one American freeman may not associate himself with one or more other American freemen to do together, what each may do by himself alone, that the labor power of men is property, while they know perfectly well, that this is a legal fiction, and that in fact the labor power of man is the man, and that man cannot be bought or sold here, since Appomattox. They speak of buying and selling labor power. Why speak they not of buying and selling God? They can if they so desire buy and sell that which God created—the result of the creative power in activity. The labor power of a man is the creative power in man, and if the Nazarene be right, then that power is divine, because man is made in the image of God and is the son of God. So much from a Christian point of view. What of the American polity? It says than man is free, that freedom is unalienable, that the State cannot deprive any person of freedom except as a penalty for crime—that is, he can be prevented from transgressing again, and by so doing endangering the freedom of others. He has the right "peaceably to assemble," to worship, to freely speak and print, and none may say him, nay, he being held responsible for what he may say or print. Thus, it was ordained by America prior to the creation of the Superman, who being himself the creature of the American people now seeks to enslave the American people and to tempt it to violate the solemn promise which it, in its hour of travail, made to itself, and thus to incur the penalty visited upon those who sin against the Holy Ghost. They—the money power—fearing that the worker may resist too strongly, if organized to assist each other, to practice mutual aid, and to bear each other's burdens, seek to deprive the workers of their rights as citizens by denying to them the full use of the rights and the freedom guaranteed by fundamental Americanism. In their efforts to prevent the workers from choosing their shopmates—recognized as a right by the Supreme Court in Coppage vs. Kansas, and other cases—they appeal to the selfishness and cowardice of the unsupported individual. The captured lion may be alternately starved and fed into submission; how much more may not be accomplished with the gregarious animals deprived of their natural support. They—the masters—feel themselves to be the legitimate heirs of the castle and the Guild and act accordingly.

Drift to Absolutism

That is to say, the Kingly power which touched the common people only intermittingly and in spots, and the industrial power which controlled men at their work. But the changed industrial condition, has extended this power almost beyond human imagination. By controlling wages it determines whether the toiler shall marry or not, and if he has the temerity to marry, it determines the kind of food that the wife and children shall eat, wherewith they shall be clothed and how they shall be sheltered. By controlling the hours of labor it determines how often the toiler shall see the wife and children, if he hath them. In other words, it is in his home, it sleeps with him in his bed, sits with him at his table, and follows him to the friendly society and watches over him there, follows him to his trade union and watches over him there through the employment of detective agencies, or otherwise. It follows him to the polls, because it is very important how he votes, and it exercised such control that at last America was compelled to establish the secret ballot. It goes with him to the Church and watches over him, endeavoring to control the preacher's sermon. The power of Kings were as nothing compared to this, and the so-called Open Shop is an important part of this by isolating the individual, the American plan is part of this by isolating the group.

As an expression, the open shop is a misnomer. Standing by itself it would not be worth discussing; but as a link in a chain with which the money power is seeking to bind the American working people, it is of such importance that it ought not be given the support of patriotic men, not even for a moment. It is a fraud, but so cunning and plausible that it is dangerous to human freedom and a hindrance to Christian evolution.

Industrial democracy, if permitted to develop peacefully, is following the lines marked out by political democracy in England. The shop belongs to the employer, so do the tools and raw materials; but they are useless without the workers. So, the employer seeks workers and the workers answer, yes, we will work for you, but before beginning we have some grievances which we desire to have redressed. First redress grievances then furnish supplies; such was and is the road to political democracy. But then there must be organizations with which to barter, and that organization must have the power to withhold the needed supply or labor.

(Continued on Page 11.)

Weekly News Letter

Contributed by the American Federation of Labor

Students Expose Sophistry

In a joint debate between teams representing Princeton and California universities on anti-strike legislation, the Californians, who opposed the plan, showed that anti-strike advocates offer nothing but well wishes to workers who have lost their rights.

The question was: "Resolved, That Congress should pass laws prohibiting strikes in essential industries."

The claim that a fair wage will replace labor's right to strike, was riddled by California, who was declared victor in the contest.

"What is a fair wage?" asked the westerners. "Without an answer to this question the whole plan resolves itself into one of mere platitudes and generalities. We have analyzed the reports of many wage adjustment boards in an effort to find any statement which defines a living wage with any degree of accuracy. We have found none. In most of the decisions the judge has frankly admitted the impossibility of giving a wage award upon any scientific basis. Judge Alschuler, in the packing house case, says: 'Budgets are of very little assistance, all reflecting the point of view of those who compiled them.'

"The proponents of this law, before they have established a semblance of a case, must show that it is desirable to standardize progress and change the labor movement from one of vital dynamic growth to one of static repose. Impossible of determination, with no basic economic assumption for either a living wage as a minimum or a fair wage as a maximum, how will the commission be able to guarantee the workman a fair exchange for depriving him of the strike. The enactment of this law would take from labor its only effective weapon and give it nothing in return.

"We have pointed out continually that the plan presented by our opponents is a makeshift remedy, that it does not strike at the real roots of industrial unrest. What is the cause of strikes? The time has come when we must think in terms of causes, and subject any suggested remedy to this criterion: will it help solve the problem of industrial unrest by removing the cause? If it does not it is worse than futile, it is a positive evil in that it delays any real settlement of the problem, and only serves to irritate the sore of industrial unrest.

"Compulsory arbitration would deprive the laboring man of the power to work out his own destiny and give that power to a small body of men. This is not democracy. Our government might be operated with less friction if the management of it was taken out of the hands of the people and placed under the control of experts. We have always believed, however, that democracy means letting the people work out their own destiny, that the justification of government is found not so much in efficiency as in the increased power and ability it gives the people in solving their own problems. Whatever may be said to be the advantage of compulsory arbitration, it certainly can not be said that industrial democracy is one of them. It leads straight to industrial autocracy, not democracy.

"Democracy must come from within, and be the self expression of the whole working class. It can never be handed down from above and given to a class deprived of its economic power and chained to industry under an economic system that recognizes it only as a commodity.

"The labor movement is a living, vital thing. To cement it into one status decreed by governmental authority is to destroy irretrievably the whole movement."

Bill of Rights Filed

In filing 11 proposals with the Railway Labor Board, B. M. Jewell, president of the railway employes' department, A. F. of L., declared that the attitude of labor in its controversy with railroad managers has been in accord with President Harding's announced policy of adjusting differences before they result in conflict.

The trade unionist declared that the following principles were the minimum in labor's bill of rights:

Eight-hour day and adequate wages; proper rates for overtime; arrangement of working shifts to permit of reasonable working conditions; reasonable rules for health and safety; definition of the work of each craft; proper apprentice rules; four years' apprentice; the right of the majority of each craft to determine what organization shall represent them; right to select grievance committee; protecting seniority of workers; right to organize without discrimination.

White Men Barred

Officials of the Phoenix division of the Atchison, Topeka & Santa Fe Railroad have ordered section and gang foremen to cease employing white men.

This logical development of the so-called "American plan" is found in Circular No. 629, which notifies foremen:

"When you need more men for your gang, write the Home Supply company, railroad mail, addressed to them at Prescott, Arizona; tell them how many men your gang is allowed; how many men you need (state whether singe or men with families wanted) and state where you want these men sent.

"When a man is discharged or quits, the Home Supply company should be notified immediately, giving the man's name and the date he quits or is discharged.

"Relative to using white men on sections, please be advised that any white men now in the service will be allowed to remain in the service, but under no consideration should any more white men be hired by you, even if you are authorized by the Home Supply company to hire men for your section.

"These instructions appear to be very definite and concise, but they must be followed closely. Failure to comply entirely and exactly with these instructions will result in severe discipline to the foreman concerned."

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

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Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The threatened general strike in Brazil has, for the time, been averted, but conditions are very unsetled, mainly due to the steady rise in cost of living in the country.

More than 20,000 men are out of work in Montreal, according to J. T. Foster, former president of the Trades and Labor Council, of that city.

A statement issued by the Amsterdam municipal Statistical Bureau shows that about 20 per cent. of the members of trade unions affiliated to the State Unemployment Insurance Fund in that city were out of work in January, 1921.

The estimated loss due to the recent marine stewards' strike in Australia is £5,000,000. Coastwise shipping was not resumed by many of the vessels affected until three weeks after the settlement due to port congestion.

Continued arbitrary lowering of wages in Spain is being met by syndicalist strikes and disorders. Factories in Bilbao and Barcelona are closing down and there are an approximate of 1,500,000 unemployed in the country.

Distribution in Italy of unemployment donation by the State ceased on January 1, 1921. This step was due to the fact that unemployed persons otherwise qualified are entitled to receive out-of-work pay under certain other laws. Several Italian papers claim the decree deprives a large percentage of unemployed from monetary assistance as very few have kept up their necessary contributions.

By a decree issued by President Obregon of Mexico all foreign laborers are barred from that country. The reason assigned was that an influx of foreigners would prevent the full employment of native labor during the period of scarcity of work. It is believed that the decree is more directly aimed at the situation in the oil fields. Certain exceptions are provided for those showing sufficient sustenance for a specified time.

Latest information from Mexico shows that labor conditions are unsettled, with unrest and strikes on the increase. The serious strikes which have been reported on the railroads threaten to spread to all industries in the Federal District. The port congestion, which labor troubles have aggravated, is somewhat improved, although the dispatch of vessels is slow. A reduction of wages is generally noticeable, while higher taxation seems probable in the form of import duties.

Unemployment is believed to be much less in evidence in France at present than in the United States or in Great Britain. The labor federation estimates that the total number of unemployed is between 120,000 and 150,000, of which 50,000 to 60,000 are estimated to be in the Paris district. The metal working and furniture trade are experiencing dull periods, the latter showing 40 per cent unemployed. Textile trades are anticipated to show considerable unemployment during the coming month owing to overproduction. An attempt is being made on the part of the Government to induce farm workers to return to the country districts. At present, about one-third of the men out of employment are receiving subsistance from the Government.

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Pacific Coast Marine

The gasoline schooner "Mae Hyman," which plys between San Francisco and Point Arena, lost her rudder off Saunder's Reef, seven miles out of Point Arena last week and was towed to port by a passing steamer.

On arrival in San Francisco, officers of the "China" reported transfer of thirty-four Chinese stowaways to the steamer "Nile" in midocean. The "Nile," which was destined for China, will land the "Celestials" on their native soil.

The French steamer "Utique," bought by Thomas Crowley and A. F. Mahony from the French government has arrived at San Francisco from Bordeaux with 1000 tons of ore as cargo. The vessel was built on this Coast as the steam schooner "Lucinda Hanify" and purchased by the French for war service.

For the protection of the fishermen, whom they take north each season, the Alaska Packer's steamers "Kvichak" and "Nushagak" have been equipped with wireless apparatus by the Radio Corporation of America. Both ships will leave for the north in April. They are being overhauled at the company's yards in Oakland.

The North Atlantic and Western Steamship Company, operating between Atlantic and Pacific ports in the freight trade, will hereafter make Oakland a direct port of call, applying the same rates as at San Francisco. All vessels of this line will dock at the Parr Terminal. Principal ports served by this line are Boston, Philadelphia and Portland, Me.

After much dickering between navy officials and private interests for the allocation of the big United States Shipping Board freighter "Hollywood," decision has been made by the board to lay the vessel up at the Alameda mud flats. The "Hollywood" has been towed to her mooring across the bay, where she will remain until the present slump in cargoes revives.

The Bethlehem shipyards are doing considerable repair business in spite of the fact that there is practically no new keels being laid. Among the steamers which are being handled at the yard are the "Alaskan," which was on the rocks off the Lower California coast and which was delivered four days ahead on contract schedule.

Two boilers on the steamer "Cape Henry" of the Atlantic, Gulf and Pacific Company blew up on the way into San Pedro from the Panama Canal. The vessel sailed from San Pedro, and made the trip to San Francisco with only two boilers working. The damage, it is said, will amount to about $12,000. No injuries were reported.

Maurice L. Leehey, special counsel for the Alaska Territorial Shipping Board, has arrived at San Francisco for the purpose of interesting local shipping firms in the possibilities of Alaskan trade. With the opening of Alaska's coal mines, there will be a big increase in trade between San Francisco and the northern territory.

The "West Keen" developed engine trouble on her way from Kahului to San Francisco and put back into Honolulu for repairs, according to a wireless from the islands received recently by the marine department of the Chamber of Commerce. No details of the difficulty were given, but it is not thought that it is serious. The "West Keen" is operated by the Matson Navigation Company for the Shipping Board. She has a cargo of sugar aboard.

Three hundred and eighty American-built automobiles are lying on the wharves at Singapore, deteriorating in the sun and rain. The cars were shipped to India before the reverses were met in the Orient. The buyers were unable to accept their purchases, and the agents could not take delivery because the banks would not give credit, it is said. Only one company was able to release its shipments.

The "Northern Pacific" and the "Southern Pacific," which were recently returned to the Shipping Board by the United States War Department at the termination of their service as transports, are to be offered for sale. The Shipping Board believes that the ships will be snapped up quickly for service in the passenger-carrying business across the Atlantic. It is understood that the passenger business has improved considerably in the past three months.

Al Levy has been appointed commissary chief of the new Los Angeles Steamship Company, which will operate the steamships "Yale" and "Harvard" between San Francisco and San Pedro. The "Yale" and "Harvard" will dock at pier 7, close to the Ferry Building. The "Yale" will start northward on her first voyage May 2, arriving next day. Due to repairs the "Harvard" will not be put on the run until ten days later. There will be a sailing from each port six days a week.

Shipping interests express concern over the non-arrival of the British motor ship "Tagua," which left Rarotonga, Cook Islands, December 21, for San Franciso. She is now out 95 days. An ordinary passage for a motor vessel is 50 days, and for a sailing ship 75 days. The "Tagua" has a cargo of copra, consigned to Atkins Kroll. Like the schooner "Harvester," which is out over 140 days from the Tonga Islands, the motor ship is believed to have met with disaster at sea.

Varying reductions in the water freight rates eastbound from the Pacific Coast to the Atlantic on cable, glass, matting, raw silk, wool, mohair and wooden pipe, as a result of reclassification, were announced recently by the Pacific Coast-North Atlantic Conference, composed of steamship companies operating between the two seaboards of the United States. In the case of lead-covered cable in reels the reduction is 50 per cent. These articles are carried as commodities under the new rules, where previously they took class rates.

Mariners who have visited Coos Bay of late note an obstruction in the ship channel just west of the Southern Pacific bridge which crosses Coos Bay at the mouth of Pont inlet. Two craft have been stranded on this shoal within the last two weeks—the Standard Oil tanker "Atlas" and the sailing schooner "North Bend" under tow. Neither vessel sustained any damage. The Southern Pacific is obliged to remove such shoals, according to the permit granted the company by the government for constructing the bridge, but makes no move toward doing so until many protests have been filed.

The Shipping Board steamer "West Camak," which has been operating between San Francisco and Europe under allocation to E. C. Evans & Sons, with an arrangement with Williams, Dimond & Company, by which the latter returned it to this country in the European-Pacific Line, has been reassigned to Williams, Dimond & Company. The vessel will make its first trip eastward in the European-Pacific Line, sailing from San Francisco April 25. Since Shipping Board vessels have been laid up recently as soon as they were released by one company, this is the first reassignment in months.

Full up with passengers, many of whom have been delayed in Australia and New Zealand for weeks because of the strike which paralyzed the Union Line service to Vancouver, but with one of the poorest cargoes to arrive in months, the Union liner "Marama" arrived at San Francisco last week. The vessel carried only 503 tons of freight, consisting largely of frozen meats, butter and copra. Among the passengers who were held in Australia and finally obtained passage on the Marama was J. T. Greaney, of San Francisco, who has been investigating conditions in the Antipodes for the Bethlehem Shipbuilding Corporation. The "Marama" came from Sydney, via Wellington, Rarotonga and Papeete, although the usual run has been from Wellington.

Business on the east coast of South America is showing a decided improvement, according to officials of Swayne & Hoyt, who have two ships on the way to San Francisco with capacity cargoes. The longshoremen's strike and the marine employes' strike of the Mihanovich Company, which paralyzed 200 vessels for more than a year, has been settled, according to the latest word from Buenos Ayres. The "Palace" and the "Rotarian," both Shipping Board steamers operated by Swayne & Hoyt, are bringing 60,000 sacks of coffee each, besides considerable hides and linseed. They loaded at Buenos Ayres. The "West Netus" of the same pany is loading in the north at present for South America. She will carry a full cargo of lumber, rice, canned goods. She is to sail from San Francisco April 8. Business is taking great strides toward normalcy and the prospects are very good for full ships both ways from now on.

Although there have been published reports that the passage of Chinese coolies from Hongkong to Havana had been halted by the Hongkong authorities because of the surplus of agricultural labor in Cuba, this movement of Chinese on the former large scale will shortly be resumed, according to Tam Ho Yu, "No. 1" comprador on the Java-Pacific steamer "Tjisondari." The "Tjisondari," which on former voyages has brought upward of 1000 Chinese in transit to Cuba and Mexico, had only a few on the last voyage. However, there will be another large consignment on the next trip from Hongkong, the comprador declared. The "Tjikembang," another of the Java-Pacific ships in this run, will have 200 or 300 coolies on board. That the Java-Pacific steamers with passenger quarters are carrying between 1000 and 2000 Chinese from Hongkong to Batavia, and vice versa, on each trip, was the declaration of Comprador Tam. There is a continuous and heavy movement of Chinese passengers between these ports, he said. The compradors travel on the vessels in charge of the Chinese passengers and also assume certain responsibilities as to the cargoes.

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J. VANCE THOMPSON.....Editor
S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, MARCH 30, 1921.

CAPITAL SHOWS ITS HAND

It is apparent to even the most simple-minded individual that the drive on labor by the combined commercial interests is world wide in its scope.

The following from the current issue of the Marine Caterer, official organ of the National Union of Ship's Stewards, Cooks, Butchers and Bakers of Great Britain, reveals a few suggestions of ruthless conspiracy:

THE SHIPPING FEDERATION, LIMITED

Exchange Chambers,
24, St. Mary Axe,
London, E. C. 3,
23rd Feb., 1921.

G. A. Vallance, Esq.,
General Secretary,
National Maritime Board,
10, Basinghall Street,
London, E. C. 2.

Dear Sir:

As the Joint Secretary of the owners' side of the National Maritime Board, I am desired to give notice that the shipowners wish to have a meeting of the full board summoned for Wednesday, the 2nd prox., to consider an immediate reduction of £4 10s per month in the pay of navigating and engineer officers and other members of the deck and engine-room department, and £5 10s. per month in the catering department, together with proportionate reductions in the case of crews of weekly vessels, and the entire revision of the conditions of overtime for all ratings.

Yours faithfully,
(Signed) MICHAEL BRETT,
Secretary.

"We are not in the least surprised at receiving the above communication. The capitalist class of this country must imagine that the workers are in their dotage; that they cannot see things. The latest move of the shipowners is part and parcel of a mad policy to smash trade unionism. The Seamen's Unions are not the only ones affected. Dozens and dozens of smaller unions have been attacked during the last few months. Capitalism is on its trial. The present wages reduction movement, and the locking out of men under the pretext of unemployment, shows that they are getting to the end of their tether; that the capitalist system, both during the war and at the present time, has proved itself an abject failure. The workers' time is fast approaching. Whether they will tolerate being starved to death, or shot to death, seems to be the question that they have got to answer. We therefore suggest to our members to carefully study the position for the future, and any comments they have to make we should like them to put on a postcard or letter, and address same to this office, 14-16 Central Buildings, 41 North John Street, Liverpool. We want to know from you direct what you are going to do. During the next few weeks attend your branch meetings. If the rooms won't hold you, get the officials to engage bigger rooms. We want as far as possible to get a full expression of opinion as to whether the men in the catering department will agree to a reduction in wages and overtime. This matter is too important for a handful of paid officials to deal with at present. Every man and woman in the union must take their share of the responsibility. If there is going to be a fight, let us fight as an organization 100 per cent. strong. If we do this we shall have little to fear from shipowners or anyone else.

"Immediately after the meeting with the shipowners on this important question the General President will visit all the branches and address the members. Therefore, take this as a warning and prepare for action. Remember, we found our souls in 1911; don't let us lose them in 1921."

The spirit and sentiments of the foregoing apply with equal effect on this side of the water. Our situation and requirements are identical, and we know that when the attack occurs we must be prepared to meet it 100 per cent. strong, and that 100 per cent. as nearly as possible in every port of the world where the water is deep enough to float a vessel.

We are not surprised at the recent loud wail of Lloyd George against labor in England in view of the spirit of solidarity amongst the British workers. Representing the classes, he can see the threat of an intelligent understanding amongst the masses, especially when they reveal a tendency to protect their rights and liberties.

Capital which is international and scientifically organized, has determined to attack and subjugate labor which is also international, but not so efficiently combined. To meet the shock the defense must be as compact in an international manner as the attackers. Let us get busy.

LET VISION BE WIDE

The present world-wide industrial situation can be likened to a citadel which is attacked from without and doomed to fall.

Imprisoned within the fortress are three characters occupying adjoining cells. They have been unjustly incarcerated and their whole system is permeated with the bitterness of miserable fate. The spirit of each, however, is not affected alike and to each the situation assumes a different aspect.

The first, vigorous healthy youth, impatient of restraint, chafes at the very thought of bondage. With restless mien he paces the cell, looking within and looking out. He can see his merciless warders, physically, mentally and morally his inferiors; the hard floor, the walls, and the forbidding bars which stand between himself and the better life, while the blood runs through his veins like molten iron. At every crack of the warden's lash he struggles at his gyres, unconquered and untamed. Again he looks out and sees only the limitless sky or the stars overhead, while hope and faith return. Again impetuous as he looks within and realizes his degradation and present helplessness. So the emotions combat as understanding of injustice is more pronounced, and the prisoner becomes more impatient and less susceptible to discipline or control.

This character exemplifies the red-blooded radical.

In the adjoining cell is the second prisoner, a character of strength and maturity. Never once does he look within. His lifted eye is forever towards the heavens, and the beautiful world without. With a faith that never wavers, a hope that never dies, and with love for the great outside, he awaits with patience and confidence the hour of redemption. Neither blows or cajolery ever cause him to falter.

He is represented in the number of moderates or progressives.

In the third dungeon, the most pitiful and dejected, without hope or ambition, cowers the oldest victim, disregarding every cheerful sign. His vision never reaches beyond the confines of the prison. He gazes always within, seeing only the cell, the cruel bars and the hated walls. He shrinks from the curse and writhes at the stroke of the warders. Resigned to fate with the overwhelming belief that there can be no change, he whimpers as the lash is laid over his shoulders, and kisses the hand of his tormentor; vainly desiring to avoid the present suffering, for he sees no future, living only in the past.

His attitude is characteristic of reactionaries.

But the fortress shall be stormed. A great army of new ideas will overwhelm the citadels of greed, and the hour of release draws near.

The subjects of long oppression do not look out in vain. We have been heirs to industrial servitude which has chained our natural proclivities and suppressed our freedom. Too long has the scales of justice been warped by the servants of greed. The struggle may be fierce and progress slow, but the end is as inevitable as the tide that creeps over the shore. Advanced ideas are sweeping on and the end of industrial despotism is assured.

IMPORTANT MEETING CALLED

The People's Reconstruction League has called a "national town meeting" unique in the history of the national capital, to be held on April 14th and 15th in the LaFayette Hotel, at which men of national prominence will discuss "What Congress Should Do Now."

The announcement of the League says that "the seriousness of our agricultural, industrial, and economic situation is generally admitted. The progressive farmer, labor, and women's organizations united in the People's Reconstruction League, believes our legislative program is essential to remedy this situation." This program includes restoration of the railroads to unified Government operation, packer control legislation, taxation of wealth, and privilege instead of poverty, and Government control of natural resources.

The announcement continues: "Out-

standing Senators and Congressmen in the fight for the people's rights, including Senators La Follette, Borah and Norris, and Congressmen Frear, Sinclair and others will address the conference on the League's program. Leaders of both Senate and House, and chairmen or ranking members of important committees such as Finance, Ways and Means, Agriculture, and Interstate Commerce will tell the conference what they propose to do about the League's program.

Among the representatives of labor who will address the conference are William H. Johnston, president of the International Association of Machinists, and James P. Noonan, international president of the Brotherhood of Electrical Workers.

Representatives of farm, labor and women's organizations are invited to send delegates to this conference, and the general public is cordially invited to attend all the sessions.

TENACITY REWARDED

The International Brotherhood of Teamsters—Local 85 of which was one of our allies in the waterfront strike of 1901—has on more than one occasion demonstrated the fact that it is an organization which is strong in accomplishment. Perhaps the effective character of this union was never more strikingly proven than in its fight against the Jewell Tea Company.

After a long struggle in which every effort was made to injure or destroy the teamsters' unions in more than 100 cities of the United States, this concern has been compelled to close out its business, in many instances selling its stock to rival concerns. In the inception of the enterprise the treatment accorded to its employes was fair, and by close application to business the company made remarkable growth. To such extent did this prosperous condition develop that a magazine of nation-wide circulation made the subject a feature story illustrative of American opportunities. If cordial relations had continued between employer and employes of the Jewell Tea Company there is slight doubt but that it would be one of the large commercial concerns today.

But as the company expanded it grew arrogant, and a dispute with its employes resulted in a lockout of the drivers.

From that date the fortunes of the company were doomed.

The Jewell Tea Company as a solvent concern is now only a memory. Its fate should be a solemn warning to other arrogant employers who might lean towards use of unfair tactics, or disrespect for the rights of their employes.

The Brotherhood of Teamsters has set an example of solidarity and tenacity of purpose that would be profitable for other labor organizations to emulate. By their splendid fight against, and complete victory over, an anti-union corporation, they give considerable strength to the organized labor movement.

The White Star liner Olympia set a new record for turn around on her last voyage to New York. The vessel docked at 2:11 p. m. Thursday, and sailed for Cherbourg at 1:59 p. m. Saturday of the same week, thus occupying a port lay in of less than two days.

PROFITEERS ESCAPE UNDER SALES LAW

By JAMES A. FREAR

The following instructive article was written by James A. Frear, Congressman from Wisconsin. It appeared in the current issue of La Follette's Magazine, with an editorial note which stated: "Propaganda for the passage of a consumption sales tax by Congress is vigorously being waged. The stakes are $800,000,000, now paid from corporation excess profits that would then be shifted to the backs of 100,000,000 people who must consume in order to live."

If during the war any one had suggested that within a few months thereafter the American Congress would be asked to repeal the excess profits tax on corporations which reach about one billion dollars annually, and then load that burden on the backs of the consumers of the country; if it had been then proposed that the army of profiteers during war and peace were thereafter to retain their gains whether honest or illgotten without paying any corporation tax or other contribution toward their support of a government which had made their profits possible; if young soldiers who sacrificed during the war in France and whose mothers and fathers back home bought Liberty Bonds until it hurt, if they had been advised that thereafter they were to be called on to pay or make good the excess profits tax of corporations, that they had saved from German indemnity; if all these improbable fantastic things had been whispered during the war, any one proposing that plan or that purpose would have been hauled before a lunacy commission in order to determine his sanity.

Yet that astonishing proposal, however improbable three years ago, has been made and if possible is to be enacted into law. According to repeated press announcements, a member of the Senate Finance Committee and a member of the Ways and Means Committee of the House, two of the most influential men in Congress, will each offer bills at the coming extra session repealing the excess profits tax on corporations; also reducing the surtax on personal incomes and will substitute a consumption tax on everything we eat, drink and wear to make up the revenue deficit caused thereby. The principle influences behind this movement have been fully disclosed to the American Congress, the propaganda proudly admitted and predictions of success repeatedly made by high authority. Their purpose is no idle threat, but a plain legislative proposal advocated by powerful financial interests that during the past year have organized one of the strongest and best financed propaganda ever pressed on Congress.

Game of Millions

A thousand million dollars collected last year from excess profits of prosperous corporations and from surtaxes on individual incomes, are hereafter to be shifted on to the backs of the general public—that is the plan and that is the stake. It is a game for an annual prize of upwards of a billion dollars and it justifies the employment of many tax experts, newspaper comments, editorials and press education on the beauties of a sales tax and other expenditures for propaganda without limit.

Any expense would be warranted if the billion dollar tax now paid by less than 5 per cent. of the population, those best able to pay, could be shifted over to the

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OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Mar. 28, 1921.

Regular weekly meeting came to order at 7 p. m., J. Vance Thompson presiding. Secretary reported shipping dull; plenty of members ashore. Quarterly Finance Committee was elected to examine Union's account for the past three months.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary pro tem.

Vancouver, B. C., March 21, 1921.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, March 21, 1921.
Shipping dull; prospects medium.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, March 21, 1921.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, March 21, 1921.
Shipping very dull; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, March 21, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, March 21, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, March 14, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Mar. 24, 1921.

Secretary reported shipping slow. Quarterly Finance Committee was elected to examine the Union's income and expense for the past three months.

EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, March 17, 1921.
Shipping slow; prospects uncertain.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, March 17, 1921.
No meeting; shipping slow.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, March 17, 1921.
No meeting; shipping verp dull.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Ragnvald, E. Juell, No. 1672, a native of Norway, age 39. Died at San Francisco, Calif., March 25, 1921.

A three-masted schooner is a derelict in the Pacific about 500 miles east of the Japanese coast, according to a report filed with the United States Hydrographic Office by Captain H. D. Clarke, skipper of the Standard Oil tanker "Algonquin," which recently arrived from Oriental waters. Captain Clarke reports the derelict as having been sighted by him on February 15 in latitude north 31-33, longitude 153-47. He described it as a three-masted schooner with decks awash, stump of one mast showing and bulwarks and upper works carried away. Local maritime officials immediately began to check over records in the hope of ascertaining the identity of the craft. Many are inclined to believe it an American vessel and one of the many schooners operating in the trade to the South Sea islands.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

Editor SEAMEN'S JOURNAL:

I am forwarding a clipping from the Galveston News dated March 19, 1921, which carries a report of the proceedings of the Texas Cotton Association Convention held in the port of Galveston. The report contains copy of an address by Mr. Maco Stewart, a local attorney. Mr. Stewart has no other interest in the American Merchant Marine than that of a patriotic citizen, inasmuch as his business is confined to real estate transactions in addition to his law practice.

However, Mr. Stewart has proven himself competent, in every way, to air his views on this important subject, and his quality of Americanism is given in facts and figures, which I believe express the sentiments of every ordinary, all day American in this country. He deals with a serious condition in our shipping business from just one angle—that of patriotism—at a time and place, and under conditions that compel attention and consideration.

The sooner that the every day American realizes just what is happening to our shipping, by whom these things are being done; for just what purposes they are accomplished, and the manner of their performance, the better it will be for American shipping and all it affects.

In substance that means every legitimate interest in the country.

JAMES MURRAY,
Galveston, Texas.

Mr. Stewart's address follows:

It is not my purpose to attempt to make a speech, but merely to lay before you, at the instance of the local representative of the Shipping Board, certain facts that are of great concern and therefore necessarily of much interest to you and to me and to every one of our fellow-citizens, who are all co-partners in one of the greatest business enterprises now in existence in the world; in fact, it is to be doubted whether there is any one business in the world that even approximately, in magnitude or in capital, compares with the carrying business of the Shipping Board. You and I and our fellow-citizens have already invested in the enterprise several billion dollars. Four years ago no one had ever dreamed that there would ever exist any such gigantic organization as we have brought together since April, 1917, nor would it have been believed possible that such a vast amount of capital could have been gathered together to invest in any character of business, nor would it have been believed that within such a short period of time there could have been constructed the two thousand ships now owned by the American people and now operated by the Shipping Board as their agent. These ships are routed from various American ports to every port on the globe, carrying all manner of American products. The commerce of the world would be stagnated today were it not for the fact that these ships were brought into existence, and not only were these ships brought into existence, but you and I and our fellow-citizens created and still maintain the greatest world financial organization, the Federal Reserve Bank, which alone is stabilizing the finances of the world, and it is through its instrumentality and aid that the commerce of the world is moving today. These banks belong to the American people and these ships belong to the American people and the produce of the United States which is now being shipped abroad would not and could not move were it not for the fact that shippers are able to secure necessary accommodation from the Federal Reserve Board to move the products of this nation.

I am not here to excuse the mistakes of the Federal Reserve Banks nor am I here to minimize the mistakes that have been made by the Shipping Board, but you and I and our fellow-citizens are here to discuss the question as to whether or not our agents are properly carrying out the duties imposed on them and so far as we can, to suggest means to make these ten great businesses the greatest in the world of actual benefit to our people. The Shipping Board has placed for the use of shippers in the Southwest 200 vessels, worth not less than $200,000,000, and it is for you and our fellow-citizens to say whether or not these ships, in which you and I and our fellow-citizens have so much invested, are to be used, or whether these ships are to be tied up to the wharf and allowed to rot. There is no lack of produce to be moved, and while it may be true that there is some question of the ability to get the money with which to move the crop and the ability of the foreigners to pay for same, it is nevertheless true that it is to be determined by you and by me and by those associated with us and those with whom we come in contact whether or not American goods are to be shipped in American bottoms. Some of you may ask what difference it makes to the American people whether you patronize American ships or whether you ship American products in foreign bottoms. The answer is plain.

The American ship has its home port on the American seaboard. American ships buy their supplies in America. The paint, ropes, and all supplies of every character required on a ship are bought by American ships from American producers, and thereby industry is enhanced and employment given to our people and general prosperity brought about. The fact of the matter is that during the past twelve months American ships plying out of Texas ports have actually paid in money for supplies purchased at these different ports and in labor expended and repairs made at these ports the enormous amount of over $20,000,000. During this same period of time these American ships moving out of gulf ports have moved but one-fourth of the cotton and but one-fifth of the grain exported from this section. Now, who has moved the other three-fourths of the cotton and the other four-fifths of the grain? The answer is that these products have gone forward in foreign bottoms.

Now the question arises, what difference does that make to me and to you and to the American people as a whole? It makes just this difference, that if all these products had been shipped in American bottoms and not in foreign bottoms, instead of having left in this country in this immediate vicinity $20,000 000, there would have been left in this State $60,000,000 to $80,000,000, and this vast sum of money in turn would have been distributed generally throughout various parts of the United States, thereby helping this country at large and enabling us to reduce the terrific war debt placed on us by the very foreigners who now are competing with our ships.

I have nothing to say against the foreigners. I am merely here to discuss the matter from the standpoint of the American people. Some one may ask, why would not foreign ships leave as much money in this country as American ships The answer is simply this: Foreign ships pay wages almost exclusively on the other side, buy supplies on the other side, all repairs are made on the other side, and in consequence a foreign ship loading on this side, exclusive of stevedore charges, leaves not 10 per cent. of the amount that would be left by American ships of the same capacity loading in this country at their home port.

No one knows better than I the annoyances and troubles that beset every bureau of this Government, and I do not minimize the trouble that necessarily arises in doing business with any governmental agency. The practical question for you and for me and our fellow-citizens who have invested in this carrying business several billion dollars is to find some practical way in which to utilize the ships on which we have spent and already invested so much money. It would be unreasonable to suppose that the construction, organization, commanding and directing of 2000 ships could be perfected in the short time that we have had in which to bring about this organization. We have made a good start, and it is for you and our fellow-citizens to say whether or not American goods, financed by American capital, are to be loaded into American craft in order that we may save this vast sum that we have invested, or whether it be better business to abandon this amount of two or three billions of dollars that is now invested in these ships and concede that we are unable to find any practical way in which to operate these ships, and either sink same or turn them over to foreigners because they know better how to do it than do we.

I have here a telegram from the director of operations of the Shipping Board in which he wants to know squarely what the people in this section of the country are going to do about furnishing cargo for the American merchant marine. If we let these bottoms become worthless, what will be the result from two points first from the financial standpoint, next from the political side? We will lose several billion dollars, and that amount we must make up in taxes. On the political side we will be in this situation: that, no matter how great a navy we may have, in the event we get into foreign complications, we will be right where we were four years ago, and must again build up a great fleet of carriers, which we know by experience can be done only at much delay and enormous cost. The grain shippers of this country have indicated and stated squarely to the Shipping Board that it is their purpose as American citizens to give their best efforts to working out this problem, and it is for you, as citizens of this section of this great country, to in some way determine in what practical way this great question is to be handled. You must either say squarely that we want no merchant marine and are willing to junk all these ships and lose this vast investment, or, on the other hand, you must help work out some constructive plan by which these ships can be operated. There is no way that these ships can be operated without cargo, and this can not be secured without the shipper's direction.

The truth of the matter is that most of the cargoes are booked through brokers and, unfortunately, many of these brokers placing cargoes see fit to place same otherwise than in American bottoms, and the result is that we today are losing the benefit of this great fleet of ships, the like of which the world has never gotten together in one organization. There moved out of the port of Galveston during the past twelve months, in round numbers, 2,000,000 bales of cotton, of which one-fourth, or 500,000 bales, were carried in American bottoms and the remainder paid tribute to foreigners, and during the same period of time there moved out of the port of Galveston about 45,000,000 bushels of grain, of which one-fifth, or 9,000,000 bushels, were carried in American bottoms, and four-fifths were shipped out by American shippers, who paid freight to foreign shippers, who in turn spent it on the other side.

What are you going to do about co-operating with the representatives of our people in furnishing cargo for this fleet, in which we have so much invested?

OCEAN SECRETS

Notwithstanding modern inventions, which have added materially to the science of navigation, the many new facilities for safety of life at sea, including ability to keep in touch with shore and other vessels by radio, no less than fourteen ships were recorded by underwriters to have been lost at sea through unknown causes during the year 1920. It is significant that of this total, ten were steamships and only four were sailing vessels.

In spite of everything that man has accomplished to date, the sea continues to envelop many of her tragedies in mystery.

A total of 277 vessels have been reported lost during the last year. There were 1788 collisions which sent down thirty ships. An equal number were destroyed by fire and explosion, while grounding claimed the greatest toll of 109 vessels.

The element of mystery regarding those ships which are recorded lost through unknown causes compels conjecture. Perhaps a stray floating mine, broken away during the war, has been run down during the dark hours of night. An unseen iceberg, or hidden derelict may have torn the bottom out of another. Two vessels may have collided with such impact as to rip the vitals out of each or caused boiler explosions of immediate destructive force. Combustible or explosive cargo could have accounted for other accidents by spontaneous combustion.

Out in the vast stretches of the Atlantic or Pacific oceans there may have occurred sudden seismic tidal waves large and sweeping enough to engulf the finest vessel afloat. There are hundreds of possibilities, and when we review only a few of them realization of the limitations of man before the forces of nature become strikingly apparent.

ESCAPE UNDER SALES TAX

(Continued from Page 7)

remaining 95 per cent. who do not understand excess profits or frequently any profits at all but live from hand to mouth and are now to pay through a turnover tax on the shoes, shirts, bread, butter, milk, sugar, coffee, tea and everything they consume. An extra burden of several billion dollars placed on the general public through profit pyramiding is the program in order to release capital that fears investment because the government takes part of its excess profits over 8 per cent. and because capital wants no restrictions on profits. That is the plea and that is the threat. It is pressed by great New York financiers like Otto Kahn, of Kuhn, Loeb & Co., Julius Semon Bache, banker and broker representing a score of large business interests, Rothschild, Goldsmith, Leo Hahn, representing a National retailers' organization, all want a sales tax and so do many other interests, to whom the shift in tax incomes present and future profits without taxation will be of great personal moment.

Reason for Sales Tax

The reasoning of these sales tax experts who are now seeking to educate Congress and the public regarding the beauties of their system and necessity for its enactment in order to revive business is about as follows: "The government has permitted us to make enormous unheard of profits, but the government has wrongfully taken away part of those profits after allowing us an exemption of only $3,000 and only 8 per cent. on investment. Thereby the government destroys initiative and any further investment because we ask to make profits without limit. Notwithstanding many billions have gone into our private coffers through such net profits we will allow our plants to deteriorate if not given this business relief.

"We shall invest our money in 6 per cent. tax exempt securities and allow the plants to fall down if you do not repeal the excess profits tax. When you do repeal that tax we demand further that you permit us to retain all our gains honest or illgotten which we have accumulated during and since the war and let 'business' move on 'unrestricted and undisturbed.' We demand that you transfer the excess profits tax and other objectionable taxes reaching a billion dollars annually over to the backs of men, women and children who are least able to pay or if not again we threaten to invest our gains in tax exempt securities and let business go hang. Business must live. That is the ultimatum."

When asked what a 1 per cent. proposed sales tax would bring in they say anywhere from one billion dollars to five billion, or over ten times the proportionate amount realized in the Philippines. When advised that French collection estimates for January, 1921, realized only 35 per cent. of the amount predicted by French government experts they say we will collect taxes better here. When informed that our luxury sales tax here is largely avoided they answer, that will not occur with a sales tax and while asserting they have passed all taxes on to the ultimate consumer they indignantly protest against the excess profits and income tax because it taxes and burdens the rich. The system and logic of the sales tax champion is wonderful in its complexity.

Nation's Financial Condition

Getting down to concrete facts, the public debt in round numbers reaches $24,000,000,000, of which $9,580,923,677 represents war loans to European governments, all of which failed to pay any interest last year. Expenditures for the fiscal year 1920 reached $6,403,343,841, while total government receipts for the amount in round numbers $323,000,000 was collected from customs; $39,945,000,000 from income and excess profits tax and miscellaneous $2,426,000,000. Expenses of government for 1921 fiscal year will fall far below those of last year and on the other hand income and excess profits taxes will fall far below the 1920 figure, which reached nearly four billion dollars.

As stated the item of excess profits and reduction of surtax will reach less than a billion dollars in 1921 according to estimates. While tax experts assert the excess profits tax is right in principle it is not always easy to ascertain invested capital, takes a good share of the excess profits out of the business and backed by a powerful propaganda it is slated for repeal. The high surtaxes on personal incomes take so much of individual profits or income that such incomes are being placed in tax exempt securities that cannot be reached without a constitutional amendment, so the higher surtaxes are likely to be reduced. That briefly is the situation. Some governmental authorities declare that if the one billion dollars revenue from excess profits and reduced surtax is not paid that the government through economy and reduced expenditures can make ends meet from other existing revenue sources and also make substantial payments on the floating debt.

Many Plans Offered

Many plans are offered for raising the billion dollars lost by repealing the excess profits tax law if additional revenues are needed. One is to increase the normal tax on corporation profits from 10 per cent. to 15 per cent., which will add nearly $400,000,000 annually. Another plan is to tax undistributed profits of corporations 20 per cent. By compelling such distribution treasury experts estimate this tax will bring in $190,000,000 annually and the amount thus released and passed into personal income tax statements would add another $400,000,000 annually according to the same authorities. Many other plans of taxation are proposed, but these offered by the Government Treasury would more than meet any deficit, because an increase in tariff rates proposed this session will add $300,000,000 more or almost double the amount now received from customs.

These figures are from the highest Government authorities and are set forth in order to show the untenable position of consumption tax propagandists whose main purpose is to escape tax, if possible.

They predict in favor of a turnover sales tax that with a one per cent. tax on everything we eat, drink and wear collected in every turnover it will raise between $1,000,000,000 and $5,000,000,000, providing all taxes are collected. One of the greatest tax experts in the country told me that the ultimate purpose of the sales tax propagandists is to displace and replace all income taxes with a sales tax so that the efforts of years to compel those best able to pay under an income tax would then be wiped out by a turnover sales tax. This belief is now quite general.

With that situation we learn from high authority:

"1st. That a sales tax is dangerous to business.

"2nd. That a sales tax is unjust to the people.

"3rd. That it is a political liability of prodigious size."

Consumers Pay Tax

Two great business concerns have made an exhaustive tax investigation during the past year with the understood purpose of advocating a sales tax. The National Industrial Conference Board is composed of 25 affiliated industrial organizations representing cotton, woolen, metal, boot and shoe, pigiron, copper and other industries with a total capital reaching into billions of dollars and employing many hundreds of thousands of men. Proceeding from another angle the United States Chamber of Commerce tax committee, representing all the Chambers of Commerce in the country, conducted a separate investigation. Both committees came to the same conclusion that a sales tax would be disastrous to many lines of business where the tax could not be passed on the ultimate consumer because it would then become a tax on gross sales, and with numerous turnovers this would destroy smaller concerns, whereas "integrated" industries that had the advantage of covering all stages from the raw product to the finished article would only have one turnover tax to pay and a consequent great business advantage.

Cotton goods, woolen, leather, steel and finished articles generally have many turnovers, all of which would be taxed by this plan; for illustration:

Cotton—1st tax, raw cotton to gin; 2nd tax, gin to spinner; 3rd tax, spinner to mercerizer; 4th tax, mercerizer to dyer; 5th tax, dyer to weaver; 6th tax, weaver to finisher; 7th tax, finisher cloth to wholesaler; 8th tax, wholesaler to retailer; 9th tax, retailer to customer.

If the tax could not be shifted in some cases it would threaten the life of that particular business, or in the words of Seligman, a well-known international tax expert: "A sales tax on the sales of capital would ruin New York City as a financial center of the country."

If the tax was passed on to the ultimate consumer he would eventually pay the tax from the time the raw cotton or leather hide started on its journey until it was finally sold to the ultimate consumer in the form of shirts, socks, or shoes. Every turnover would add the tax and also a liberal profit, and when the retailer finally passed it on to the consumer the article would have pyramided in price until its cost would be double its cost without the tax. The Government would only receive 9 per cent. tax on nine turnovers, if it was ever paid to the Government in fact, but the profits on every turnover would abnormally swell the price of everything, judging from past experience.

(Continued on Page 11)

WASHINGTON LETTER

(By Laurence Todd)

Strike Clouds Gather

In the few weeks since the Harding administration took office the country has drawn closer to a general railroad strike, has seen a steady increase in unemployment and an equally steady decrease in the savings of wage workers, and has witnessed the agreement of the big meat packers to meet in conference with the packing house employes and the Labor Department to discuss the cut in wages which the packers have already made effective in the face of a strike vote by the men.

A Reversal for Good

On the other hand, Postmaster General Will Hays has reversed the industrial policy of Burleson in his department, and has had a cordial meeting with the national officers of the postal employes' unions affiliated with the American Federation of Labor.

Congressman John I. Nolan of San Francisco, who will be chairman of the House Committee on Labor in the new Congress, accompanied the union officials to the Department and introduced them to Hays. The latter, during their interview, took occasion to say repeatedly that his ideas on the labor issue were in full accord with Nolan's. He also told the union men that he hoped to be able to establish in the Department some sort of council or conference in which he might have the advice and help of the chosen spokesmen of the employes, in order that any grievances among the postal workers may be promptly adjusted.

The officials making this call were Edw. J. Gainor, president, and Edw. J. Cantwell, secretary, of the National Association of Letter Carriers; Gilbert E. Hyatt, president, and Thos. F. Flaherty, secretary-treasurer, of the National Federation of Post Office Clerks; Wm. N. Collins, secretary of the Railway Mail Association, and J. C. Stambaugh, legislative representative of the National Federation of Rural Letter Carriers.

"The one most important element of any service," said Hays after the interview, "is the spirit of the men doing it. The battle is won in the heart of the soldier. Three hundred thousand men are engaged in this enterprise. We are going to have 300,000 partners. I know that with 300,000 men and women pledged to serve all the people and honestly discharging that duty, fairly treated and properly appreciated, we can do the job."

Next day the Postmaster General shook hands with the 2,000 employes in the five bureaus at headquarters, and repeated his pledge of co-operation and desire to adjust grievances. His official press agent sent out a statement that "Tears and smiles mingled with the expressions of appreciation of Mr. Hays' interest in their welfare."

Railroad Situation Chaotic

More serious is the news from both the railroad labor organizations and the railroad executives' association, this week, of the drift toward a tie-up of transportation. All of the railroads are joining in the wage-cutting movement, and the Railroad Labor Board is swamped with appeals from the refusal of the railroad workers to agree to any reduction in pay. The union men say frankly that they will not accept a reduction, even if the Board should decide that one is justifiable. The railroad managers, on the other hand, are expected to insist on cutting the men's pay, and on getting rid of the mileage basis of payment, even if the Board decides that the wage should stay where it is.

In either case, then, the danger of a railroad strike is acute, due to the deadlock over wage rates. The companies think they can now break the unions and restore the former conditions of servility and intimidation through the use of spies and gunmen. The railroad workers think they can maintain a solid front against any attack that can be made. They frankly say that the railroad strike will soon involve the coal supply, and that by winning their own fight they may help the coal miners to clean up the black regions of West Virginia, where conditions are more highly explosive than ever before.

Maritime Workers Threatened

Now comes word from New York that the port workers and the coast and deep-sea sailors, firemen and marine cooks and stewards are threatened with a wage cut of 25 per cent. It is reported also that the unions of these seafaring crafts are finding the shipowners unwilling to meet them to discuss a renewal of agreements running out on May 1. How far this hostility will extend has yet to be determined by the International Seamen's Union of America. Just at a time when the new administration is trying to identify itself with a policy of putting the American Merchant Marine on a permanent basis, the shipowners have gone out to break the wage scale and thereby break the unions on the sea.

Drive Is International

But the fight against the organized seamen is not confined to American ships. A cablegram from J. Havelock Wilson, secretary of the British Sailors and Firemen's Union, to Andrew Furuseth, tells of a conference in which the union committee was informed by the shipowners of Britain that the sailors and firemen must take a cut in wages of 4 pounds 10 shillings, from a monthly wage of 14 pounds 10 shillings. That is a wage reduction of about 30 per cent. It is noticeable that the British shipowners were quite willing to meet with the committee of the union. They are past the non-recognition stage in England.

A vote as to policy in meeting this demand is to be taken by the British seamen, during the 30 days of delay of further action which the committee secured from the owners.

An expert on operation of merchant ships has been looking into the actual cost of the American wage scale to the American shipowner, in comparison to the other items of operating cost of a ship, and he has found that the wages of the master and crew amount to about six per cent. of the total operating cost, without figuring the overhead charges at all. Bunker, or fuel charges are the biggest single item of operating cost. Labor is a mere trifle in comparison. Hence the hypocrisy in the claim that American seamen's wages must come down if the American merchant marine is to survive.

What is much more likely to bring the American merchant marine to grief is the putting of shipowners' lawyers and managers on the Shipping Board, as President Harding is being implored to do. It is understood that he has refused to appoint W. E. Humphrey, former Seattle Congressman and present lawyer for the Steamship Association, to the Board, but he has some other reactionaries slated for the jobs.

Living Costs Grade Downward

Cost of living is slowly going down, along with earnings and bank savings of the workers, according to latest statistics gathered by the Department of Labor. Retail prices of food articles reported from 51 important cities on February 15 and January 15, this year, were 9 per cent. lower in February than in January. From February, 1920, to February, 1921, the decrease in average retail prices for 44 standard items of food was 21 per cent., as averaged from these reports.

This does not mean that the cost of living is anywhere near normal, since the percentage of increase in average retail prices of all food items was 63 per cent. for February, 1921, over February, 1913. Meats and eggs are from 73 to 97 per cent. above the prices of eight years ago.

The railroad managers will seize upon these figures to justify an immediate cut of 20 to 30 per cent. in wages, on the theory that all that labor can rightly claim is a subsistence wage. But the new conditions that have been won by the labor movement since 1917 change all that. The War Labor Board announced the principle that wages must provide a standard of living which will include comforts for the adults and education for the children in the worker's family.

Labor's Enemies Legion

Another flank attack on the workers' position was attempted, but failed, this week, when a designing group headed by Ralph Easley of the National Civic Federation, John B. Rose of the National Guard Association and President Orth and Secretary Harvey of the National Security League called a conference here to "coordinate patriotic work" for Americanization of America. Sixty delegates met in the ball room of the Willard Hotel. The insiders met at night in secret committee sessions, to frame up a program of reactionary propaganda under the guise of "education."

It happened that President Stillman of the National Federation of Teachers was on hand, and in open session he told the super-patriots that they had better not try to cut out of the heart of the naturalized citizen or the resident alien the last bit of loving memory of his native land, but instead should set him an example of unselfish idealism and service to humanity. He warned them that it was idle to undertake to punish the immigrant worker for comparing, in his own mind, the industrial conditions here and abroad, and freely criticising conditions here that in fact were bad. It did no good to threaten an exploited worker with deportation if he were honest enough to recognize injustice in this country. On the other hand, the teachers of the country would be only too eager to help in true Americanzation.

His advice was not appreciated.

To bear is to conquer our fate.—Campbell.

ESCAPE UNDER SALES TAX

(Continued from Page 9)

That tax paid by the ultimate consumer would be unjust and wicked because the farmer with a wife and five children would have seven people to feed and clothe, whereas Rockefeller with his bowl and milk without children to provide for would pay less tax than the man who is working 16 hours a day to support his family. Those urging a sales tax do not ordinarily work one-quarter of 16 hours per day, it is safe to say, and yet travel in private cars and limousines.

Quoting Seligman again: "The sales tax represents an attempt to put an undue, an extravagant burden upon the consumer instead of on the producer or the possessor of wealth."

H. C. McKenzie summed it all up in one paragraph when he said: "I want to say that the farmers who are represented in the American Farm Bureau Federation will never in the world stand for that proposition." And George P. Hampton of the Farmers' National Council says: "American farmers who this year have lost billions through the slump in farm prices will fight to the end the plan of selfish privileged interests to saddle the huge war debt upon our people."

Would Protect Profits

What is true of the farmer is equally true of the miner, the blacksmith, the bricklayer, the clerk, the woman and child dependent upon their own labor. The section men and engineers under this plan will pay the same as the $50,000 salaried railroad president, and the ironmolder will pay the same as J. P. Morgan for what he eats, drinks and wears. That is the way a turnover sales tax works, and that is the purpose of the bill to be placed before Congress.

The political liability is obvious, but what do those who have their profits gained from the war care which party is in power so long as they chew the persimmon? In the words of James Good, chairman of the Appropriation Committee: "It is a tax on the backs and the bellies of the people, and any party passing the tax law is doomed to political defeat." Quoting Seligman again: "A sales tax on the necessaries of life would evoke a political struggle the like of which we have never seen in this country."

The Payne-Aldrich tariff bill that carried to defeat a great party would have its rival in a consumption turnover sales tax that has for its flag a skull and crossbones and a stand and deliver demand for every man, woman and child in the country—in order that corporation excess profits shall have no limit—in order that war profiteers, protected from indemnities by our armies abroad and good people back home, may now say to these returned veterans and to their parents who gave until it hurt, in the words of a New York banker and broker: "If anyone don't want to pay the tax he should merely refrain from consuming."

These bankers and brokers and retail dry goods men and candy makers and other like interests are deluging Congressmen today with demands for the passage of a sales tax. If the farmers back home and the railroad men and miners and mechanics of all kinds; if clerks and clergymen alike, all of whom will pay a sales tax, will reflect, they will not forget that Congressmen are their agents as well as agents of the bankers and brokers, and the only way that Congress can know the sentiment of the country is through the same means of propaganda now pursued by turnover sales tax advocates.

The issue is one of moment; it has for its ultimate purpose the destruction of the income tax system; it means that tax burdens now distributed in some degree according to ability to pay are to be shifted over to the backs of the hewers of wood and drawers of water. The price is too great to pay and one that even those possessed of large wealth and power may well hesitate to collect.

THE OPEN SHOP

(Continued from page 2)

The so-called open shop makes that practically impossible. The American plan, viewed in this aspect is the King's control of elections and the right to appoint the speaker. When the industrial master receives petitions, in books or in writing, industrial democracy is in principle begun. Gary understands this and Gary refuses. He is open and frank about it. One can respect him and disagree with him. But the apologists of the so-called open shop, who seek to put us to sleep in order to bind us, remind me of the Brazilian vampire bat. It is supposed to follow the traveler as he goes through the forest, and when the traveler about noon seeks the shelter from the scorching sun under some shady tree, the vampire bat sits quietly down in another tree waiting for the traveler to fall asleep. As the sun gradually changes its position, its rays come between the leaves and strikes the sleeper's face. It burns and the sleeper seeks to awake. The bat then leaves his position, hovers over the sleeper and fans him with its wings. The cool gentle breeze puts the sleeper back into unconscious slumber; the bat continues to hover over the sleeper's face, fanning; it sits down on the sleepr's breast, fanning; it sinks its teeth into the jugular, briskly fanning; it drinks his blood, gently fanning, and unless help comes, the sleeper wakes no more. Wake him ye gods, send help, lest he sleep forever.

A. FURUSETH.

A MAN WITHOUT A COUNTRY

"But are you a British born subject?" angrily demanded the official at the passport office.

"My mother was British——" began the applicant.

"Yes, yes——"

"But she married a Frenchman——"

"Yes, yes——"

"In Italy——"

"Yes, but where were you born?"

"I was born on a ship flying Spanish colors while she was lying at anchor in Honolulu harbor, but my parents died in Brazil when I was only four years old and I was adopted by a Chinaman, who brought me up in Russia."

"Well, he's——" began an official.

"He's a bloomin' League of Nations," exploded the first official who had spoken. —Exchange.

LABOR AGENTS UNCHECKED

Private employment agencies in the State of Louisiana may gouge employment seekers without limit, said State Labor Commissioner Wood, in discussing the absence of legislation on this subject.

The state official showed that one concern in the City of New Orleans charges preliminary fees and then 40 per cent. of the first month's salary. Other concerns charge 10 per cent. of the first month's salary.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
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1315 Deck Street, Bellingham, Washington

Labor News

Switchmen at El Dorado, Ark., have organized and are chartered by the Switchmen's Union of North America.

Printers employed in three commercial shops in Detroit have been forced on strike because of the bosses' refusal to accept an arbitration award. These firms advertise their faith in non-unionism and took this occasion to show their colors.

Following a visit of Eugene V. Debs to Attorney General Daugherty at Washington last week, the latter maintains a sphinx-like silence as to possible future action in the matter. Daugherty's conference with Debs is generally considered the final step in reviewing the case.

Any attempts to reduce wages of coal miners in the United States will be resisted by the miners' union, according to statements of John L. Lewis, president of the United Mine Workers of America. The union miners have contracts at present wage scales that continue until March 31, 1922.

A resolution calling upon Governor William D. Stephens to grant a "new and fair trial" for Thomas J. Mooney and Warren K. Billings, convicted of participation in the 1916 Preparedness parade bombing in San Francisco, was adopted last week by the delegates to the California State Building Trades Council annual convention at Los Angeles.

Formal notice of the severance of relations between the American Federation of Labor and the International Federation of Trades Unions was dispatched on March 8 to the International's headquarters at Amsterdam. The action of the American Federation, taken at a meeting of the Executive Council, followed the adoption by the international organization of resolutions in support of the Soviet regime in Russia. The text of the communication was not made public.

A general strike in the packing industry has been temporarily averted through a compromise agreement which was signed by representatives of the "Big Five" packers and their union employes. Labor representatives are not enthusiastic over the settlement and view it as merely a truce to prepare for war. While the agreement concedes on the side of the employes the wage cut already put into effect by the packers, it continues for a period of six months more the wartime Alschuler administration embodying the eight-hour day and containing guarantees with respect to other working conditions.

The recent order of the United States Shipping Board abolishing double pay for Saturday afternoon work on Government jobs in shipyards and outside plants has been rescinded and the double pay for such work will be continued as heretofore. A message to this effect has been received by Frank C. Miller, secretary of the Bay City Metal Trades Council from the secretary of the Metal Trades Department of the American Federation of Labor. The action of the United States Shipping Board in rescinding its order abolishing double pay for Saturday afternoon work followed a conference in Washington between representatives of the Metal Trades Department of the American Federation of Labor and representatives of the Industrial Relations Department of the United States Shipping Board.

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Seattle, Wash., Letter List.

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Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Einar
Erikson, Lars
Ekengren, Olaf
Erikson, Nils
Eklung, Victor
Edvordsen, John
Elsted, John
Edvords, Louis

Forbes, Frank M.
Engman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
Grau, Axel
Chandin, Ed.
Gulliksen, Amundus
Gangsrod, Karl
Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Hegrum, Louis
Halley, Wm
Hagen, Harald
Healey, Geo. S.
Halvorsen, Karl
Hansen, Martin
Helmen, K
Harper, Earl
Hood, Hans
Harms, F.
Helling, Jack
Halmin, Wm.
Halmqvist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
Iverson, R
Isaksen, Dick
Larsen, John
Johnson, Ellas
Jensen, James
Johannson, Matt
Johnsen, Ludvig
Johansen, Arthur H
Jacobson, M.
Johnson, Ed 2794
Johansen, Olof K
Johnson, G. A.
Jacobson, Torgils

Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
Jorgensen, Fred
Johanson, Henrik
Johnson, Alex
Jensen, Wilhard, E.
Johansen, Carl
Jones, A. H.
Johnson, Gust

Kallo, K.
Karlson, G. A. -1190
Krastin, J.
Kragstad, A. E.
Hoppen, Oluf
Kristiansen, Aarnt
Knudsen, Andrea
Kilkeary, Frank C.
Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Laskinen, Fred
Livingstone, Ed
Larson, Rudolf
Lucy, James
Lichtenberg, Ben
Lauritsen, P. E.
Ljungstrom, Oscar
Lee, L.
Larsen, Emanuel
Larsen, E. -1345
Lauritsen, P. E.
Leeween, A. W.
Landlung, Chas.
Lauritsen, Jack
Larson, A.
Lawersen, L.
Lieson, Wm.
Lynum, A. M.
Lutton, Theod
Lyngues, Chr.
Lund, Eric

Millard, Frank
Martinsen, Ingvald
Macleod, Alex
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Alaska Fishermen's Letter List.

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INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic." 3-29-21

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

Mrs. John M. Eshleman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda County this spring, 1921. 2-16-21

Domestic and Naval

After being on the beach for over four days with ship and cargo undamaged, the Pacific Mail freighter "Point Bonita" has been refloated and docked at Sorinto, according to a cable to the Marine Department of the Chamber of Commerce.

W. J. Grams, formerly district supervisor of the Shipping Board's sea service at Seattle, Wash., sought the support of the port commission recently to have the training schools maintained under the direction of the board. The commission did not act on the request.

Indicating the strengthening of the defenses of Hawaii, according to army and navy officials at San Francisco, orders have been received in military headquarters for the five submarines in San Francisco Bay to proceed to Pearl Harbor, Hawaii, and the army transport "Dix" to proceed to Tacoma for 520 army mules, to be taken at once to the island.

At Lincoln, Neb., trade unionists are opposing anti-strike and anti-picketing legislation, before the State Legislature. It is proposed to create an industrial court, which would take full charge of working conditions and jail and fine any wage earner who objects to the court's edict or who imagines he is better qualified to pass judment on conditions he must work under.

The "Steel Exporter," one of the Isthmian Line ships, bound from New York to Havre, rammed the steamer "Willcasino," a Britisher, which was anchored off Red Hook, N. Y. The steering gear of the "Steel Exporter" became jammed and she went off her course and into the "Willcasino" before the hand steering gear could be put into commission.

Merchant vessels built in the United States and officially numbered by the Bureau of Navigation, Department of Commerce, during the month of February aggregated 95 of 121,404 gross tons. This is the smallest monthly output since February, 1918, when the total was 84 vessels of 117,601 gross tons. The largest output during the intervening months was in August, 1919, with a total of 238 vessels of 455,338 gross tons.

The scout cruiser "Milwaukee" was launched at the Todd shipyards, Tacoma, Wash., March 24, 1921. Acting Secretary Roosevelt wired the following message: "Heartiest congratulations to the Pacific Northwest on the launching of the 'Milwaukee.' It is good to feel that another cruiser has taken the water to uphold the ideals and policies of our country. I feel confident that the Pacific Northwest in the important work of present ship construction will equal her splendid record during the war."

Announcement that he had found for the San Jose Building Trades Council in a $50,000 boycott damage action instituted against the Council by the Henry Cowell Lime and Cement Company has been made by Superior Judge J. R. Welch. He will make public a formal written decision in a few days, he said. The company complained that the member unions of the Council refused to handle its product on the ground that it was unfair to labor. The Council answered that the company monopolized and restrained trade through the formation of a trust.

Domestic and Naval

The "Mobile City," American steamer," which departed from Seattle for Bristol via Cristobal, was rammed by the "Armagh" while in harbor at Bristol and suffered considerable damage to her port bow.

Rio Janeiro reports that one of the missing lifeboats from the Lloyd Brazileiro Line steamship "Ubreaha" has been picked up at sea with forty-five persons in it. The vessel went on the rocks off the coast of Maranhao, Brazil, last week.

A wrecked seaplane with the words, "San Francisco," painted on the side has been found in a small bayou near Empire, sixty miles south of New Orleans, La. Naval stations in the vicinity reported no craft missing and there was no clue to the aviator.

According to reports received at St. Johns, the sealing fleet operating on the Newfoundland coast is reported to be caught in great ice floes and attempting to blast its way into open water. Three days after setting sail the fleet ran into ice floes. Escaping these by blasting, they cruised for two days, but were caught again. It is believed that most of the vessels will be compelled to return to port with empty bins.

The Public Navigation School of San Francisco, located in the south wing of the Ferry building, opened for the spring term Monday, March 28, and new classes were organized. The school is supported by the city and county of San Francisco, backed by the State of California. The object of the school is to train young men to become officers in the Merchant Marine service. The course of instruction, which covers a period of nine months, is free.

News has been received at San Francisco of a collision between the British steamers "Graystone Castle" and the "Egyptian Transport" at Gravesend. The "Greystone Castle" was bound to Antwerp from Galveston. Both ships were slightly damaged on the starboard side above the water line. The "Greystone Castle" was the ship that rammed and sunk the tug "Sea Prince" at San Francisco Bay November 18, 1910. Four lives were lost at this time.

A new lamp, now on exhibition in Philadelphia, Pa., opens a new field of deep-sea work. The lamp is the invention of a student at Sheffield Scientific School, Yale University. It enables divers to make on vessels at sea repairs that are now impossible except by dry-docking. It is also expected to be of invaluable assistance in war times in enabling divers to clear the sea of mines. The United States, Japanese and British navies have all ordered a supply of the lamps.

Men on the decks of the Navy's fighting craft throughout the world received a jolt when orders were received from the department abolishing the midnight lunch served to deck watches on all ships since the beginning of the war. The midnight lunch had been the exclusive prerogative of the engineer force from time immemorial until the world war. When the war came and the submarine menace forced the deck divisions to stand long watches the midnight lunch was authorized for all hands. Recent legislation, based on the theory that the war is over, forced abolishment of the welcome "java and goldfish" as far as the deck forces are concerned.

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PARK-PRESIDIO DISTRICT BRANCH, Clement and 7th Ave.
HAIGHT STREET BRANCH, Haight and Belvedere Streets

DECEMBER 31st, 1920

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Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Abbors, Arne
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Alexandersson, Charles
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Cobb, R. H.
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Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Arturo Longueira, age 18, who mysteriously disappeared at South Ferry, New York, on August 25th, or any one knowing his whereabouts, will please communicate with Secretary, Marine Firemen's Union, 70 South St., New York City. 10-20-20

Mrs. Jean Taylor. 940 Pender Street, West Vancouver, B. C., is anxious of ascertaining the whereabouts of Robert Gilchrist Cassar, a member of the Sailors' Union of the Pacific. 10-13-20

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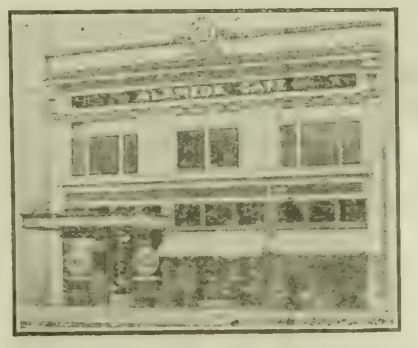
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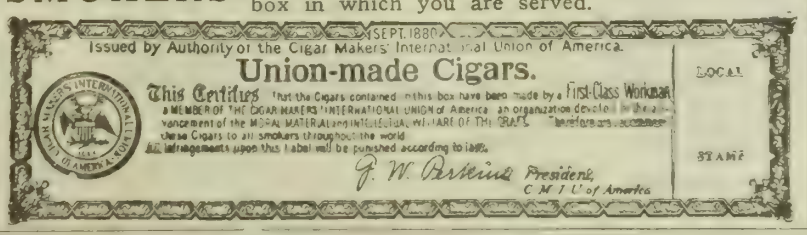

News from Abroad

At Brussels, Belgium, the mining commission has ordered a reduction of 5 per cent. in the wages of miners, effective in April.

The Finnish Government has decided to try, on a charge of high treason, the chairman and other leaders of the Finnish Communist party, says a Helsingfors dispatch dated March 22.

Wilbur Keblinger, American Consul, recently refused recognition by the new government at Fiume, reported the facts to the State Department and was directed to return to Jugo-Slavia.

Capitalization of the North German Lloyd Company has been increased from 125,000,000 to 250,000,000 marks in contemplation of ship construction and extended service, the new issue of stock to participate in dividend earnings in 1921.

Serious rioting occured at Grenoble, France, where former Premier Joseph Caillaux was speaking under auspices of the Socialist municipality and the League for the Rights of Men. M. Caillaux staged and delivered his lecture despite the hostile demonstration.

One of the largest shipping companies in Italy, according to the Near East of February 3, has undertaken the establishment of a regular steamship service between Batum and the ports of Italy, Great Britain, and Holland. At the beginning eight steamers will be utilized and this number will later be increased to twelve.

The Costa Rican Congress has repudiated large oil and other concessions granted in June, 1918, to Armory & Sons through an agreement entered into between the Costa Rican minister of foreign affairs and the British minister, according to advices received by the State Department. The concessions, consisting of seven thousand square miles of land, while ostensibly granted to an American company, were largely controlled by British interests, including the son of the British Premier, Lloyd George.

In view of the fact that trade between this country and Australia has been considered among the most depressed of all routes, the report that American business was considered the brightest in Australia has been received with a certain degree of surprise. A dispatch from that country said that shipping was demoralized, with American berthage standing up the best. The wool crop to be exported will not be more than 100,00 bales, the report said. Fully one-third of this amount has already arrived at San Francisco.

The tanker "Argyll," purchased by the Compagnie du Boleo, is now operating regularly between Tampico and Santa Rosalia. The vessel is engaged in supplying fuel oil to the French concern's copper mines at Santa Rosalia. The "Argyll," a vessel of 1880 tons, was acquired from the Union Oil Company and her registry changed to the French flag. The Compagnie du Boleo is a subsidiary of the French Rothschilds and operate the largest copper mine in Mexico. It has a fleet of fifty ocean-going steamers, tugs and lighters. Formerly the mines used coke as fuel, but this method was changed to oil-burning furnaces, with the result that the company was forced to purchase several oil tankers.

With the Wits

One Hole and Then Another.—Flim—Life must be an awful bore to Bill. Flam—Why? Flim—He's an oil well digger.—The Panther.

Waiter—By the way, sir, that steak you ordered—how would you like to have it?

Patient Customer—Very much, indeed!—London Mail.

They had just become engaged.

"I shall love," she cooed, "to share all your griefs and troubles."

"But, darling," he purred, "I have none."

"No," she agreed; "but I mean when we are married."—Dallas News.

Must Have Been a Profiteer.—Fair Visitor: Why are you giving Fido's teeth such a thorough brushing?

Fond Mistress: Oh! The poor darling's just bitten some horrid person, and, really, you know, one can't be too careful.—Life.

Life in Three Words.—"Stop, look, listen!"

The reflective man stopped to read the railroad warning.

"Those three words illustrate the whole scheme of life," said he.

"How?"

"You see a pretty girl; you stop; you look; after you marry her, you listen."—Ladies' Home Journal.

The girl walked briskly into the store and dropped her bag on the counter. "Give me a chicken," she said.

"Do you want a pullet?" the storekeeper asked.

"No," the girl replied. "I wanta carry it."—Brown Bull.

"Talking about 'dry' towns, have you ever been in Leavenworth, Kansas?" asked the commercial traveler in the smoking car. "No?" Well, that's a 'dry' town for you, all right."

"They can't sell liquor at all there?" asked one of the men.

"Only if you have been bitten by a snake," said the traveler. "They have only one snake in the town, and when I got to it the other day, after standing in line for nearly half the day, it was too tired to bite."—Evening Wisconsin.

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VOL. XXXIV, No. 31. SAN FRANCISCO, WEDNESDAY, APRIL 6, 1921. Whole No. 1747.

POVERTY BREEDS EMIGRATION

Former U. S. Commissioner of Immigration, Howe, Cites Conditions

The problem of Immigration which confronts this country at the present time cannot be solved effectively by restrictive legislation. The fact has been well established that those laws and regulations in use to date have become inoperative through the powerful influence of economic conditions, and any further legislative efforts along the same lines must inevitably result in the same condition. In a recent address at Denver, Colorado, Frederic C. Howe, former U. S. Commissioner of Immigration, gave some enlightening facts to his audience, declaring that if land, the natural resources, and credit belonged to the people instead of to the exploiters, there would be ample room for all who want to come to this country. He defended the character of immigrants against the calumny of the press as follows:

"For five years I was a kind of St. Peter at the gates of the promised land. Only, unlike the heavenly gates, they swung open most readily to the rich and influential. They closed on the poor and helpless. Immigration is a problem of human beings. We do not know who are the best people in the world. The Anglo-Saxons think they are. The Jews think they are. All nationalities think the same. The Russians think they are lighting the way for the rest of the world to follow. The Irish are planning a new state, the kind I wish the 4,500,000 Irish people in this country would try to put over in America.

"The same conditions that the immigrant faces we have to face. Your baby is an immigrant in this land of ours as much as the poorest baby who is brought here. The press has been bent on making us feel that the immigrant was a menace, a criminal, a danger to our institutions. I have seen thousands of them imprisoned during the war at Ellis Island. I know them and I know what the press says is not true. All races were there during the war, and you would not have known there was a war. They were all friends. They looked after each other tenderly.

"The immigrant is just like you or me. He wants the same things. He doesn't live in a tenement any longer than he has to. The population of New York's East Side changes every few years. The immigrant of today climbs up just as our immigrant ancestors of two or three hundred years ago did. Our ancestors had nature on their side. They were free because the land was free. The immigrant of today is without this aid. Somebody else owns the land and its resources.

Aliens Not Criminal

"The alien is no more criminal than a man born here, except so far as he is poorer, and has to struggle with harder conditions. I went to school for five years at Ellis Island, and I learned there that crime and misery are born of poverty. There is no difference in the amount of crime between the aliens and native Americans of the same economic class. I presided for five years over Cooper Union on the East Side in New York. I never heard anybody suggest the use of force, violence, assassination, or the overthrow of government. I am told Trotzky used to be there. I never saw him. When the wave of hysteria swept over the country, and the Department of Justice arrested thousands of people as dangerous conspirators, I asked an officer of the department if there was such a widespread conspiracy. He said: 'There are only six men in the United States suspected of being dangerous.' Yet some of these men were held in jail for believing in the Government ownership of railroads, for having in their possession one of Henry George's books, even for having a book by Assistant Secretary Post of the Department of Labor.

Aliens Abused

"Thirty-six violent and dangerous men were brought from Seattle—Russians, Poles, Slavs. I found that twenty-eight of them were English, Scotch, Irish and Scandinavian. I got in trouble for the heinous crime of saying that these men had a right to counsel and to writs of habeas corpus. They had taken testimony against one man, and arrested eighteen men on that testimony and kept them in jail eighteen months and two years. They had been put through the third degree, the steam-cure. I feel a sense of shame over all this because foreign settlements were often the first to go over the top in the Liberty loans, and in casualty lists from France there were 50 and 60 per cent. There is an impression, fostered by historians, that this country was settled chiefly by Anglo-Saxons who came here for the sake of political and religious freedom. It was the poverty of Europe that populated America.

Unions Americanize

"Are we sincere in wanting foreigners Americanized? Are we interested in making them want the things we want? An Italian stonemason who worked for me seven years ago for $2 a day, asks $10.50 now, and will not work Saturday afternoon. He says: 'I have joined the union. I got Americanized.' The trade union is the best means of Americanization there is. Mariano had risen just as we have been rising for 300 years. Do we really want that? Or do we call him a disturber?

"The Anglo-Saxon part of our stock protests because they are in danger of being overwhelmed by these south European races, but the protest would be more honest if we did not forbid birth control and permit raising of rents 500 per cent. This raising of rents strikes at the birth rate among the middle class. People who lived in seven rooms in New York a few years ago now live in three. Those who lived in small apartments on good streets then are being crowded into tenements. It is profiteering that endangers our stock.

Restrictions Are Recent

"The first restriction of immigration came toward the end of the nineteenth century, and was directed against the diseased, the criminal, and those likely to become a public charge. We rejected about one and a third out of every 100 immigrants. The first literacy test was adopted during the war to check immigration from southern and eastern Europe, where illiteracy is very high. An Italian official said: 'We shall educate our people to meet your test.' There are 15,000,000 people here today who were born in Europe; 35,000,000, one-third of the population were born in Europe or had one or both parents born in Europe. In New York 80 per cent. of the people are foreign-born or have foreign-born parents, in Cleveland 75 per cent., in Boston 74 per cent., in Pittsburgh 78 per cent., in Chicago 78 per cent. The Dillingham bill provides that immigration in one year shall not exceed 3 per cent. of the population of that nationality already here.

Exploiters Violate Laws

"The contention of organized labor that the alien lowers the standard of wages is only partly true. Employers in the past, particularly mine owners, have worked with steamship companies to bring over foreigners and have them shipped directly to the mines and put to work under conditions which are practically those of slavery. In spite of laws against it, it is said something like this is still done in West Virginia. But the alien is not necessarily a scab. If we really want to Americanize the newcomers, we could do much more for him than we do, and he could do much more for us than we permit him to do.

Immigration a Land Problem

"America has thirty-three people to the square mile, and more varied resources than the British Empire. In Denmark, the most prosperous, democratic, contented, the happiest country known, there are 191 people to the square mile. Belgium has 671 to the square mile. But while one-fourth of our land is held in great estates, and 40 per cent. of it is cultivated by tenant farmers, we cannot provide for the population which we ought to be able to provide for. With free land we might support a billion people.

"Real democracy involves access to the land and to the resources of the nation, the dedication of banking and credit to the producing classes rather than to the exploiting classes.

"The Government must control the railroads. The Government must control credit. The bankers who now control it are uncrowned kings. America has $54,000,000,000 in credit resources, yet the farmers are famished for credit to buy tools; people with no resources but their talents cannot get credit; homebuilders cannot get it. The banks don't use their money. They use yours. The bankers say they have so much surplus wealth they have to invest it in other countries. There is no such thing as surplus wealth in a country so long as one person in that country lives in a tenement, so long as people want land, and the land not open to them, so long as there are men hungry for jobs and not able to make a living from them. Surplus wealth means imperialism, a big army, a big navy, and our boys in Mexico and Santo Domingo. The reason there is not enough for the people at home and for many more is because more profits can be made by using wealth that belongs to us to exploit people elsewhere. We must have cooperative banks. The finest bank in Denmark

is co-operative. We must dethrone private control of credit and turn it to the people's use.

"Any interference with the free movement of people is distasteful, but we are in for an era of restricted immigration. The Dillingham bill has the advantage of not discriminating against any race or nationality."

BRITISH LABOR SITUATION

The number of unemployed in the London district increased greatly during January. Exclusive of short-time workers, there were 158,764 unemployed on the live registers of the employment exchanges in the London County Council area on January 28, 1921. Many factories and small workshops have closed or are working short hours. In the districts near the docks the situation is especially acute as the movement of vessels and freight has fallen off greatly.

The Lord Mayor of London and the mayors of the 28 metropolitan boroughs are making a joint appeal for the unemployed, especially for the ex-service men, and many boroughs are, in addition, making separate collections of money, food and clothing. In practically all sections of the city relief work has been undertaken, particularly road repair. In some cases part of the cost of this is met by grants from the Ministry of Transport; in others the whole cost is met from local taxes.

The Government has for some time been urging the building trades to absorb at least 50,000 ex-service men in the industry, but the trades have finally and definitely refused to do this. In expectation of such refusal the Government has prepared a plan for the employment of these men on house-building. It is stated that this plan is to build houses of concrete blocks, and that comparatively unskilled labor can be used in such building. The co-operation of the master builders must, however, be secured and this is now being asked for.

A joint committee appointed by the Parliamentary Committee of the Trades Union Congress and the Labor Party executive has issued a report recommending:

"That persons for whom no work is available shall be entitled to maintenance, which, including benefits under the unemployment insurance act, shall be at least 40s. ($9.73) per week for each householder and 24s. ($5.84) for each single man or woman over the age of 18, with additional allowances for dependents."

Tin Mines Close—Wage Reductions

The slump in the price of tin has caused the closing down of the tin mines in Cornwall. The last of these to continue operations finally suspended on February 12, 1921.

The decrease in coal output during January will result in the reduction of miners' wages from February 1 by 2s. per shift in the case of adults, 1s. for youths, and 9d. per shift for boys.

The Dundee employers in the jute trade have intimated to the Jute Trade Board that they will present a proposal to reduce wages by 25 per cent. The majority of the jute mills are working only three days in each week.

"When we consider that labor is the producer of all wealth, the creator of all values, is it not strange that labor should experience difficulty in finding employment?"—Henry George.

NEW DIESEL LINE

The Holland-American Line and Royal Mail Packet Company have determined upon placing six new motorships, carrying freight only, in the trade between the North Pacific and Europe, supplementing the three coal-burning steamers now employed in this run. The nine vessels will maintain fortnightly service.

The first of these motorships, of which the name has not been definitely learned, is expected to sail from Europe next month. The Holland-American Line is to supply three of the new vessels, and the Royal Mail Steam Packet an equal number. There will be no segregation of the joint service.

The new motorships are vessels of 15,000 tons deadweight, propelled by Diesel engines. They have space for 1500 tons of refrigerated products, almost double the refrigerating capacity of the three steamers now operated on the line. Large consignments of apples have been taken by these steamers since the service was inaugurated, and the last one to depart picked up heavy shipments of oranges and lemons at San Pedro. The steamer Moerdyk, enroute north from the Panama Canal, will load 10,000 cases of oranges on the return trip. According to De Lancy, the refrigerating facilities on these vessels form the most important factor in the success of this service. Herring and Holland bulbs offer in considerable quantities from Europe for this coast.

The inauguration of passenger service is still under consideration, DeLancy said, and it is not likely to be started this year. The vessels intended for the passenger trade will be genuine liners, with accommodations for large numbers of passengers in all three classes, and giving the Pacific Coast the first service of this kind to Europe.

CANADIAN IMMIGRATION

The total immigration into Canada from 64 different countries in 1920 was 147,502; 98,636 of these immigrants entering by way of the ocean ports and 48,866 by way of the United States. These figures are a decided increase over the 1919 total (117,565) and over the number (65,565) entering Canada by way of the ocean ports, but fall below the number of immigrants (52,000) entering by way of the United States. Immigrants from European countries in 1920 included 41,201 men, 38,424 women, and 9,011 children under 14 years of age; from the United States, 28,285 men, 11,352 women, and 9,229 children under 14 years of age.

The majority of the immigrants who came to Canada in 1920 settled in Ontario; the figures indicate that Ontario's population was increased by 48,664 through European immigration and by 13,299 through immigration from United States last year. A total of 19,483 immigrants settled in Quebec, 13,013 in Manitoba, 13,643 in Saskatchewan, 18,484 in Alberta, and 14,136 in British Columbia. The States that contributed largely to the number coming to Canada were: Michigan, 7,583; Washington, 4,055; Minnesota, 3,092; Montana, 2,780; Massachusetts, 3,820; Dakotas, 3,390; Illinois, 2,203; Ohio, 1,229; Iowa, 1,189.

LAYING THEM OFF

Mikey Fitzgerald worked for a big company and had worked for them for a long time, through prosperity and depression, through good times and bad. A good many of the other employes came to depend on Mikey's judgment and predictions. Last week they were discussing the situation at the plant and they asked Mikey what he thought about it.

"Last night," answered Mikey, "I had a dream. I dreamed that the Big Boss croaked and they were makin' preparations for a grand funeral. Of course, they had big bugs for the honorary pallbearers, but they selected six huskies from the mixing floor to carry the corpse.

"After the undertaker had inspected to see that they had washed the backs of their necks and warned them not to spit on their hands before graspin' the silver handles, he served out the white cotton gloves and led them into the hall where the corpse was lyin' in state.

"Just as they lifted the fine mahogany coffin off the trestles, the Big Boss shoved back the glass plate and sat up.

" 'Who are these six men,' he asked in a voice tremblin' with rage. 'Sure you know them all,' says the undertaker. 'There's Denny Shea and Patsey Dolan and Emmett Dalton and Tony Mahaíka and Corney Kinsella and the Greek Wop. They're your pallbearers.' 'Four is enough,' answers the Big Boss, 'Lay two of them off.' "

Mikey's dream wised the bunch that not even a pallbearer is immune from a lay-off. Neither are you. It does not necessarily have to come from the boss, either. Sickness, or bad luck or old age or some other misfortune may take you off the payroll at least temporarily.

There is only one way to provide against a lay-off. That is to be prepared for it by having a cash reserve where you can get it when you need it. Scores of thousands of union men have got them. And they got them by putting aside a few dollars every week in $1 Treasury Savings Stamps and in Treasury Savings Certificates. Anyone can get one that way, safely and easily and without deprivation or hardship.

It's never too late to start. One dollar when you have got a lay-off is worth ten when you have a job.

DISARMAMENT?

Details of an entirely new type of seaplane which can both fly and cruise as a warship have been made public at London, England. Two of these ships are being built for the British Air Ministry. The vessels are said to be much like small ships with wings added. They are larger and stronger than any sea-going aircraft yet constructed, capable of riding the roughest waves, and each will carry a crew of seven, with emplacements for five machine guns.

They will be capable of joining in all naval maneuvers without a parent vessel, operating from a sea base just as the submarine does.

I am a great friend to public amusements; for they keep people from vice.—Sam'l Johnson.

Weekly News Letter

Contributed by the American Federation of Labor

Ingenious Propaganda

In the story headed "What the Cables Say" is the regulation anti-union story printed in American newspapers with a London date. In the story, "What the Facts Are," is a compilation from Government statements, from the London press and from English trade union publications.

Attention is called to the propagandist's "clever" manner of first spreading the poison that labor is responsible for much of the unemployment, and then inferring that "the causes of the present crisis" are unknown.

What the Cables Say

One of the chief bones of contention between the Government and the trade unions is the persistent refusal of the builders to permit dilution of skilled labor by employment of unskilled former service men. There is not an unemployed bricklayer in the country and work could immediately be found for 100,000 men, resulting in employment being provided for painters, plumbers, laborers, etc. In the face of these facts the 50,000 former service men are forced to remain idle.

The tendency here for some time has been to regard every trade as a close preserve.

Whatever the causes, the present crisis is causing widespread misery in the country and the out-of-work donations and other Government doles are generally looked upon as merely palliative.

What the Facts Are

The building craftsmen refused to dilute their membership by the admission of ex-service men on the ground that this was no solution to the unemployed problem. The Government offered the unions £5 for every ex-service man admitted. The unionists showed that this meant that those of their number who were now working would be laid off to give employment to others. On a referendum conducted by the National Federation of Building Trades the plan was rejected by a vote of 310,000 to 2,500. Among those voting were approximately 60,000 ex-service men who are members of the building unions.

The Government has failed to present any constructive remedy for the unemployed problem, and its subsidy scheme is laughed at by the unionists, who charge its sponsors with other purposes.

Set Perilous Precedent

By abrogating an agreement entered into with the Government and their employes, the meat packers have set a perilous precedent, says the "Butcher Workman."

"The packers have disillusioned not only the millions dependent upon a livelihood in the packing industry as to their word of honor and their respect for an agreement with the Government and the workers in the packing plants, but they have recorded themselves in favor of a discouraging disregard for moral soundness.

"It is a dangerous precedent that should not be tolerated to preserve the morale and the welfare of the American people."

The "Butcher Workman" compares the packers' attitude to their vigorous insistence that the contract be adhered to when a handful of workers disregarded it several months ago.

The union at that time secured enforcement of the contract by the threat of revoking the charter of the strikers. The packers favored the contract then, but not now, when an industrial depression is on.

Defend the Schools

A committee of the New York Bar Association denounces legislation pending in the State assembly intended to force Americanization in the public schools. Public money may be withheld from any school district where the provisions of the act are not carried out, and the Commissioner of Education may revoke the license of teachers. The lawyers make this comment on the proposal:

"This bill is an example of a type of legislation frequently introduced on the assumption that good morals, wisdom and sound judgment can be inculcated by statutory regulation prescribing in sonorous words conditions which are to be complied with in order to secure a desired result, but which cannot be carried out because after all they remain loud-sounding phrases. The true spirit of Americanism is the outgrowth of good sense, good judgment and love for our institutions. It cannot be stimulated by Prussianizing our school system."

Labor Spies Destructive

Private detectives are "strikebreakers, spies and general trouble makers," declared Samuel Gompers, president of the A. F. of L., at a legislative hearing on labor spy activities.

"William J. Burns, the detective, has himself said there are no greater scoundrels outside of jails than private detectives, and he should know," said the trade union executive.

Hugh Frayne, general organizer of the A. F. of L., cited instances where strikes were fomented by these labor spies.

Secretary Kehoe of the New York Central Trades and Labor Council spoke along the same line as Organizer Frayne.

Oppose Adverse Publicity

Emplying interests in the State of California are opposing labor's proposal that every article of merchandise offered for sale be stamped with the cost price, so the purchaser may compare that with the amount he is asked to pay.

The employers insist, however, that labor's living costs be figured down to the last fraction of a cent and that this information be given the widest publicity.

But objection is raised when labor suggests that these employers be compelled to make public not what it costs them to live, but what their goods cost them.

Company Houses Pay

In a study of housing of employes made by the United States Bureau of Labor statistics, it is stated that "reports from

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—

38 Trades Hall, Sydney, N. S. W.

49 Clarence Street, Sydney, N. S. W.

1 Crawford Street, Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Trades Hall, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward Street, Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade Uniâo dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Recent reports of the Central Federal Employment Exchange of Switzerland reveal continued industrial depression. The glass, cellulose and chocolate industries have been recently affected by a serious condition of unemployment.

According to returns furnished for the Central Employment Department of France, unemployment in that country is on the increase. Seven departmental and fifty-nine municipal unemployment funds were in operation at the end of January. The total number of persons in receipt of out-of-work donation was 45,257.

According to a recent consular report, during the fiscal year 1919-1920, strikes in Australia resulted in a loss of £3,500,000 in wages to the workers, and considerable loss and inconvenience to the country generally. Late in the year labor troubles were rife and resulted in an almost complete cessation of interstate shipping. The industries of all States, with the exception of New South Wales, suffered severely through shortage of coal supplies for electricity. Many factories were forced to close, and railways ran curtailed services.

The rates of out-of-work donation paid by the State to unemployed persons in Switzerland are laid down in the decree of the Federal Council of October 29, 1919. In order to permit of the payment of a special winter grant, a further decree was issued by the Council December 31, 1920, which authorized the cantonal governments to increase the rates of donation by 20 per cent., for the period from January 1, to April 2, 1921. Owing to the present industrial situation an extension to the winter grant may be considered necessary.

The National Federation of Building Trades of Great Britain has rejected the Government's unemployed remedy by a vote of 310,000 to 2,500. The Government proposed to advance the unions £5 for every ex-service man admitted to membership. The overwhelming rejection of this plan included 50,000 votes cast by union ex-service men. The unionists showed that there are 50,000 building tradesmen unemployed and there can be no solution of the unemployed problem by discharging a worker and filling his place with an out-of-work. The plan was supported by elements who are more interested in weakening the unions, and who hoped this could be accomplished by appealing to patriotism.

At midnight March 31 all work ceased in the coal mines of England which involved approximately 1,250,000 miners. Latest reports are to the effect that six of the mines have been left to the mercy of inrushing waters by strike of the pumpmen, and unless appeals of the operators for assistance are heeded many more mines will be permanently ruined. In previous strikes of this character the workers have always interested themselves in preservation of operators' property to the extent of manning the pumps, but inasmuch as their main contentions have never been definitely met they are pursuing another line of action at this time. Apprehension is felt that the Railwaymen and Transport workers may be tempted to strike in sympathy with the miners, with whom they are partners in the labor dispute.

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If you are an American or want to be one, or if you don't know, get Axtell's book and find out what America stands for today. What are you doing to see that equal opportunity to each Citizen of the United States in this great land, is preserved? The Seaman's Act, the Emancipation Act of seamen, a bloodless victory for the organization of workers, freeing more men than the Civil War of 1865 and without bloodshed, is fully explained in this book. Postpaid retail price, $1.00.

Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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Pacific Coast Marine

The intercoastal eastbound conference has decided the rate on hemp from this Coast to the Atlantic is to be 70 cents per hundred weight instead of 75 cents.

Captain John Edwardson has claimed possession of the schooner "Zampa" to protect wages due himself and crew, according to advices from Honolulu. En route from Apia to San Francisco, the schooner put into Honolulu February 28, leaking.

Presaging a resumption in export trade from California, the Chamber of Commerce reports that the final week in March saw the shipment from San Francisco of $600,000 worth of California products. The freighter "Steel Worker" left for the East Coast with half a million dollars' worth of canned fruit and salmon. This shipment helps the packers to clean up their 1920 pack and prepare for the coming season.

Six hundred tons of ammunition for the Navy yards at Mare Island and Bremerton formed part of the large cargo of the steamer "Cape Henry," Captain C. J. Bakman, of the Atlantic, Gulf and Pacific Company, which is discharging freight from the East coast at Pier 35, San Francisco. Two hundred tons of Navy clothing are also included in the lot. Drydocking of the vessel will not be required for the repairs to one of the boilers, which was wrecked at San Pedro.

With the arrival at San Francisco of the "Alaska Maru" with 4,200 tons of freight from Oriental ports for account of McCormick and McPherson, local shipping interests expressed confidence that the bottom of the trade slump had been reached and that there would be a continued improvement from now on. The "Alaska Maru" made the run in fifty-three days from Singapore and twenty-two days from Yokohama. Eight hundred tons of the cargo is for local firms, the remainder for the Atlantic.

The report to the marine department of the San Francisco Chamber of Commerce that the Italian steamer "Vittoria" was loaded with wheat when she put into Adelaide in a leaking condition, bound from Melbourne to Puget Sound, has caused considerable comment in shipping circles. Unless the report of the cargo is in error, Australia is sending wheat into one of the greatest wheat-producing and exporting areas in the United States. Australian wheat was shipped to San Francisco during the war, and there has been speculation as to whether there would be an attempt to compete with the American growers in peace times.

Equipped with a jury rudder, which had been used more than half way across the Pacific, the schooner "Fred J. Wood," Captain Harry Ashbury, made port recently with a cargo of 700 tons of copra from the Solomon Islands. Captain Ashbury reported that on February 18, thirty-five days out, a terrific hurricane was encountered. The rudder, lifeboats, part of the sails and deckgear, were carried away. The storm continued with great violence for nine days, and it was two days later before it was possible to rig a jury rudder. In the meantime, a sea anchor had to hold the ship's head into the wind, and oil was used on the surface of the sea.

The first intimation that the charter market was feeling the impetus which has been registered in general freights came recently in the announcement that a Shipping Board steamer had been chartered at 70 shillings to carry grain from Portland to the United Kingdom for April loading. The going rate in recent weeks has been 55 shillings, although the San Francisco office of the Shipping Board has been quoting 70 shillings against Seattle's 55. Apparently a higher authority has stepped in and ruled that Seattle should revise its rate to conform with that of San Francisco. At any rate, shipping men regard the fixture at 70 shillings as a welcome omen of recovery in full cargo rates, indicating that foreign vessels are not bidding as low as they have been.

A shipment of merchandise is now en route from Cincinnati to San Francisco via water. Arrival of the shipment will mark the first time in commercial history that goods have been dispatched from the Ohio city to San Francisco by the all-water route. The goods were dispatched from Cincinnati on the Ohio River steamer "Queen City," the route being down the Ohio and the Mississippi to New Orleans, thence across the gulf and through the Panama Canal to the Pacific. It is stated that great quantities of goods will now be moved from Eastern river ports by all-water shipment to San Francisco, due to the advantage of the low rates as against the rail charges. The water rate is $2.35 per hundred, as against a $4 rail rate.

Immigration officials at San Francisco have been detecting an average of fifteen alien crewmen who have illegally shipped on each coastwise vessel on the Atlantic seaboard, and the head tax of $8 collected in these cases is netting about $50 a day. The foreigners, in the majority of cases, have arrived in this country from foreign ports, and either paid off or deserted. They have obtained passports as seamen for foreign deep-water vessels, and unlawfully use these passports for the intercoastal steamers. When caught, they are required to pay the $8 head tax for entry into the United States, and eight cents additional for the remittance by money order to the port at which they originally landed.

Announcement has been made of a new service to be conducted in conjunction with the South American route of the General Steamship Corporation. Two of the Shipping Board steamers now employed in the South American run will be diverted to the new route, and the first of these, the steamer "Wallingford," is scheduled to depart on the initial trip from San Francisco, April 21. Ports of call will be Mazatlan, Manzanillo, Salina Cruz, Champerico, San Jose de Guatemala, Acajutla, La Union, Corinto, Puntarenas, Balboa, Buenaventura and Quayaquil. Buenaventura has been the northernmost port of call on the southern end of the South American line, and hereafter the South American boats will trade from Guayaquil south.

Considerable mystery surrounds the sinking of the S. S. "Governor" of the Pacific Coast Company, which foundered, after a collision with the "West Hartland," in twenty-five fathoms of water, three-quarters of a mile northeast of Point Wilson, Strait of Juan de Fuca. The vessel remained afloat for one hour and eleven minutes after she had been struck by the freighter and sunk at 1:15 a. m. April 1. An inquiry which was called to determine responsibility for the accident was held behind closed doors, and it is reported that a sweeping investigation has been ordered by U. S. District Attorney R. C. Saunders. According to check made by the operators of the "Governor," seven passengers and three members of the crew lost their lives in the accident. The "Governor," owned by the Pacific Steamship Company, left Victoria, B. C., at 9:30 p. m., March 31, and had just cleared Port Townsend on the final leg to Seattle when the collision occurred. The "West Hartland," a Shipping Board vessel, operated by the Pacific Steamship Company, was en route from Victoria to Bombay and was headed for Port Townsend for final clearance papers.

A peculiar situation has arisen since the issuance of a recent order putting in effect the coastwise regulations which bar foreign vessels from purely domestic trade and which had been suspended insofar as it concerned passenger travel between Honolulu and the mainland. As it now stands, foreign liners, such as the Japanese, are able to carry passengers from Honolulu to San Francisco while two American steamers are barred. Passengers may still be carried on foreign vessels from Honolulu to San Francisco when special permission is granted because of lack of space on American steamers. Since the congestion in Hawaii is still very bad, these permissions are being granted in large numbers. The law specifies "foreign vessels," however, and at the same time eliminates American vessels of which the stock is less than 75 per cent. American-owned. This provision bars the American liners "China" and "Nanking" of the China Mail Steamship Company, but the British liner "Nile" of the same firm meets the qualifications as a foreign vessel and is able to take passengers from Honolulu, as do the Japanese steamers.

Wireless fog warnings may be the next development in San Francisco harbor. It is understood that local steamship men and persons allied with the Harbor Commission have had under consideration a plan to place three wireless stations at various points in the harbor entrance. The fog signal is a new invention which is now being tried out in the East with considerable success. It works in conjunction with the radio compass, which instrument has been used for some time, and which gives mariners the direction from which wireless signals come. The wireless for warning stations may be installed through the lighthouse service if they are deemed practicable. Those being used in the East have a 1000-meter wave length. The message or warnings are picked up by captains entering the harbor. With the aid of the radio compass they can tell from which direction the warnings come. By taking the warnings from all three stations (the smallest number with which the system can work) they can figure out their exact position on a chart without having to depend upon the fog horn or bell buoy. They can work their radio compasses without the aid of an expert radio man. It is understood that the messages from the signals are sent out automatically and that there is no need for a licensed operator at any of the warning stations.

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(Continued on Page 11)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 6, 1921.

A CHALLENGE ACCEPTED

Reconstruction appears to be well under way; but how different is to be the readjustment to that which was generally conceived would result, or for which the great war was proclaimed to have been fought. Those who believed that establishment of Democracy would ensue are being rudely awakened to realization of the fact that the ideal is being swept aside by an industrial despotism which is unrestrained in its ruthlessness.

News that the armistice was sealed had barely time to be realized before shipyard workers and other metal trades were made the victims of an unparalleled breach of faith which was deliberate and brutal. As a reward for their wartime exertions the exploited steelworkers were made to understand that they could not hope to ameliorate their distressful conditions, or to exercise even their commonest guaranteed constitutional rights. This was followed by putting into motion against the workers the most effective weapon used previously against the common enemy. A campaign of propaganda with all its ramifications and effects was projected against the organized labor movement. The plot for annihilation of unions and establishment of the "open shop" "American plan" was put into immediate operation. Labor organizations were vigorously attacked, one after another, from every angle and by all predatory interests alike. Intolerance has been followed by hate and every man or woman with independent ideas are being made the victims of violent attack. One after another organization of labor have been subjected to vicious onslaught until the very existence of the American labor movement is at stake, while freedom of the masses is placed in jeopardy. Everywhere throughout the industrial world the workers have been compelled to resist cuts in wages, additions to working hours, and imposition of more exacting terms for their labor, due to the fact that the wave of aggression has swept forward until nearly every industry has been affected.

The seamen's organizations have at last been brought directly under the batteries of hostile forces which reveal a disposition to destroy to the uttermost. They would take from us our birthright as freemen, deprive us of our constitutional rights and subjugate the seamen once more to the status of medieval serfdom. The big shipowning and operating interests have signally failed to eliminate in its entirety the Seamen's Act, therefore they intend to use the full force of their economic power in their efforts to destroy our organizations and crush us as individuals. There is every evidence that the struggle is in its inception. The seamen have persistently endeavored to maintain friendly relations with their employers and, when successful, the result has been beneficial to all concerned. Now, however, the anti-labor drive engulfs our friends with our enemies and a breach is developing in the harmony of our mutual activities.

The issue must be fairly and squarely confronted. An attempt to evade would be cowardly; submission spells degradation of our calling as seamen; it would prove us as unworthy to bear the name. To submit to the unjust demands and predatory desires of big business as revealed in its attack on labor would place us upon a plane, unfit to be free, worthy only of servitude.

The banner of conquest and rapine has been flung to the breeze by commercial pirates and we are compelled—even as we hope to be called worthy of bearing the name of freemen—to accept the challenge. As men and as seamen we will protect our liberties and maintain our rights in every corner of the seven seas. Neither can we remain content with present day conditions, but we must advance and, in the words of the poet, go ever on, and on, and on.

FASHIONABLE SEAMEN

Denizens of waterfront localities in many ports of the world are just beginning to realize that the United States is very much on the map, and they also sit up and take notice of certain "innocents abroad," as represented by the American merchant seamen.

Since the armistice Holland has had an opportunity to become acquainted with some of the people from out the West. That they have been observing can be gathered from the following press comment from Amsterdam:

"The growth of the American merchant marine has brought a new factor, the white-collared, 'snappily' dressed, debonair American sailor, to the Schiedamsche dyke, Rotterdam's 'Barbary Coast.'

"While the French, Dutch, English and others who patronize these resorts usually are dressed in colored flannel shirts, rough suits and unpolished shoes, most of the Americans, as soon as they get shore leave, don suits smacking more of the college boy than the sailor, white stiff collars, belted overcoats, fashionable shoes and the characteristically American soft felt hat.

"American diplomatic and consular authorities in Holland are very much interested in efforts to provide some substitute for 'the dyke.' Dance hall, saloon, dance hall, saloon, alternate in almost unbroken monotony for several blocks on Schiedamsche dyke. In all of them the chief spenders appear to be American seamen.

"The officials who are seeking some sort of a substitute for the dyke's attractions say that most of the sailors would go elsewhere if they had a chance.

"'But it must not be a namby-pamby resort,' one official said. 'Jack wants music and dancing and beer, as well as reading material and a place to loaf, when he gets ashore.'

"It was on the Schiedamsche dyke that a number of American seamen were robbed of their identity cards by Bolshevik agents, who used them to get into America."

With the present rate of exchange operating in their favor and protected by certain provisions of the Seamen's Act, it is not surprising that the American desire to "show 'em a good time" is manifested by some of the younger generation of merchant seamen. In addition when it comes to style, the new movie fashions have all others backed off the board. With the split back coat and belt, marline spike shoes, up-to-date shirts, collars and ties; and with a rakish tilt to fedora, velour, or panama hat, the latest fashion in seamen is well calculated to knock 'em dead along the dyke or any other old place.

Keep her up, boys! the fashion standards of our new merchant marine must be maintained, and Parisian boulevardiers will eventually turn green with envy.

Some of us can still remember the good old days, when an Oxford shirt, cheese-cutter cap, boardinghouse dungarees, and brogans; reinforced with facial adornments of scars and black eyes, constituted the average seaman's claim to distinction.

EUREKA "LABOR NEWS" WINS

Notwithstanding the fact that Eureka is situated in the realm over which the Hammond open-shoppers claim supremacy, the trade unionists of that energetic little port are revealing a spirit which never fails to achieve results.

Much credit for this condition is due to the vigorous and able fight conducted by the Eureka "Labor News."

This splendid little labor paper has successfully defended its position, and that of the labor movement generally, against the most insidious aggression. Their opponents are the most ruthless anti-labor forces in Northern California, and of such determination as to require the utmost vigilance to meet.

In successfully combating the attacks of organized greed, as represented by open-shop employers of Humboldt County, the Eureka "Labor News" serves organized labor in a manner that is of great benefit to the workers, and credit to the labor press.

Silver discoveries have recently been made in the Upper Stewart river country, some 150 miles west of Dawson City, reports Consul Wakefield of Prince Rupert, British Columbia. The area is approximately 25 miles long and 10 miles wide, and is believed to contain silver lead deposits throughout its entire extent. Within this area there are eight hills in which silver has already been discovered. Several assays from different points have netted well over $200 per ton, while some have reached $500 per ton.

CHEAP LABOR MENACE

Dean Inge, a well known cleric of London, known as "Gloomy Dean," predicts that cheap labor may seal the doom of the white race. He declares that the Japanese had tolerated a labor system no better than that of England 100 years ago. Under a regime of peace, free trade and unrestricted emigration, the colored race would outwork, underlive and eventually exterminate the whites.

The abolition of war and the establishment of a league to secure justice and equality of treatment for all nations would seal the doom of the white laborer, he prophesied.

The Dean was of the opinion that the British social order was on the verge of bankruptcy and as conditions become more unfavorable to enterprise capital and business ability would be transferred to the economically strong countries.

The contention that justice and equality for all nations would seal the doom of the white laborer seems to be well-founded. The tendency to degrade the white by forcing him into industrial competition with the very prolific yellow races is one of the crowning infamies now preached by many shortsighted statesmen, financiers and profiteers throughout the civilized world. These exploiters have concern only for profits and security for the same, and only give consideration to white labor when it becomes necessary to sacrifice him and his kind to the moloch of war in defense of their interests. At such times the worker is treated with consideration, and even pampered to a certain degree, but as soon as the danger cloud has passed the established system of exploitation and degredation goes merrily on. However, we cannot view the situation with the same pessimism as "Gloomy Dean." The workers have arrived at a stage where they intend to be master of their own destinies. They will never submit to forced competition on a basis of wage, and standard of living with the Oriental. Such a condition could only result in elimination of the whites, therefore perpetuation of the race depends upon the worker. Inasmuch as race preservation is obviously the first law of nature, arrogant employers and merciless exploiters would do well to take heed. They should not attempt to interfere with one of nature's laws. The white race shall be preserved, notwithstanding the apparent world-wide conspiracy to degrade, and when the tendency to endanger becomes international the tendency to protect must inevitably follow. The internationalization of labor is assured by international commercialism.

SOLIDARITY

The last regular meeting at headquarters was encouraging and unique in the history of a labor union. It was one of the best attended for many months and the regular routine business went like the proverbial clockworks. There were several matters of importance requiring serious attention, and the manner in which members met the situation and conducted affairs bids fair for success in any of the union's undertakings.

The aspect of the meeting, which can be termed unique, was the fact that solidarity of the membership was expressed in a most striking manner. In a vote of approximately five hundred men, which was taken by the method of a secret ballot, the membership were all of one mind; the determination was unanimous, not one single vote was recorded adversely. The Sailors' Union of the Pacific has always been proud and sometimes boastful of the strength of its morale, and this exhibition of solidarity in the ranks sustains right to a certain amount of self-congratulation.

HOGS

According to a recent consular report from Prague, the raising of hogs in Czechoslovakia is in a flourishing condition. At a recent economic conference it was estimated that there are 5,000,000 hogs in the country, and their feeding requires an amount of cereals equal to the quantity of cereals imported from abroad.

The Czechoslovak hog may be quite a factor, but we can boast a number of the genus sus in this country whose staple article of diet is profits, of which the terrestrial globe does not contain sufficient to appease the smallest appetite of one of them.

BRITISH WAGES AND H. C. L.

The British Ministry of Labor has just published its index figures of the cost of living at the end of January, placing the average level of retail prices of all commodities on February 1, 1921, at 151 per cent above July, 1914, as compared with 165 per cent above on January 1, 1921. The decrease during January was mainly due to reductions in the prices of several of the principal articles of food and in prices of clothing.

Wages in various trades are automatically affected by changes in the index figures, the Daily Mail of February 18 giving the following list:

Railways.—Decrease of 1s. a week for every fall of 5 points. Rates to be revised in March.

Enginemen and firemen, wool-textile industry.—Reduction of 3s. 7½d. a week for each drop of 10 points.

Bleaching, dyeing and printing (Lancashire, Derby, Cheshire and Scotland).—Fall of 1 per cent for every 1-point fall in cost of living.

Packers and makers-up, Manchester.—Fall of 3.28d. for men and 1.68d. for women for every 1-point drop.

Carpet makers.—Drop of 10 per cent when figure falls 10 points.

Silk manufacture.—Reduction of 2s. a week for men, 1s. 6d. for women and 1s. for juniors for every 10-point drop.

Silver and allied trades (London).—Reduction of 1d. per hour for every fall of 10 points.

Bedstead making.—Fall of 2s. a week for every 10 points.

Government employes. — Rates revised every four months until March 1, then every six months, the average index figure for the period being the basis of new rates.

Police.—Bonus to be assessed on April 1, the average index figure for previous six months forming the new basis.

In many trades not affected by this sliding scale conferences are going on between employers and workmen and some trades have already decided on reductions. The Shipbuilding Employers' Federation is proposing to ask workmen to accept a 25 per cent reduction.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., April 4, 1921.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping dull; members ashore plentiful. Quarterly Finance Committee delivered a report stating the Union's account for the past three months correct. The Collector of Internal Revenue has sent in a notification stating that income tax clearance, together with passport, is needed when signing on a voyage to foreign countries. It is necessary to bring your passport with you when obtaining the above tax clearance.

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary pro tem.

Vancouver, B. C., March 28, 1921.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, March 28, 1921.
Shipping dull; prospects medium.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, March 28, 1921.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, March 28, 1921.
Shipping very dull; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, March 28, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, March 28, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, March 21, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Mar. 31, 1921.
Secretary reported shipping slow. Quarterly Finance Committee delivered a report finding income and expense correct and the cash in banks corresponding with amounts entered on books.

EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, March 24, 1921.
Shipping dull; members ashore plentiful.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, March 24, 1921.
No meeting; shipping slow.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, March 24, 1921.
Shipping slow; members ashore plentiful.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Peder Piehl, No. 536, a native of Germany, age 54. Died at Vancouver, B. C., April 1, 1921.

Oscar Rutgerson, No. 1575, a native of Sweden, age 30. Died at Pittsburg, Calif., March 29, 1921.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

Editor Seamen's Journal:—Under the caption "U. S. Merchant Marine Due Better Support From U. S. Shippers," the Galveston Daily News of recent date carried a statement by Mr. C. H. Marshall, representative of the U. S. Shipping Board. The subject should be of interest to seamen, due to the fact that unemployment amongst Marine workers is a natural result of the policy complained of by Mr. C. H. Marshall.

JAMES MURRAY,
Galveston, Texas.

The statement follows:

"The time has now arrived for Texas and the American public to decide whether or not they want an American merchant marine, and if they do it is up to them to support it to the fullest extent."

In this manner C. H. Marshall, local representative of the United States Shipping Board, sums up a statement showing that American shippers, with particular reference to those of the Southwest, are not giving to Shipping Board vessels a share of their business proportionate to the public investment represented and necessary for profitable operation of an American merchant marine. The statement is in line with indications from a number of sources that a critical stage has arrived in the life of this war-born institution, and that its fate rests with American exporters, who share with the rest of the public its perpetuation. It is an answer to what has been termed a wave of propaganda by foreign shipowning interests against the Shipping Board and its operations.

Contrasted with a forceful group of arguments on the necessity for an American merchant marine, Mr. Marshall has prepared a set of figures showing the heavy preponderance of American cargoes shipped in foreign bottoms. As an illustration, the total cotton movement to all ports from Galveston and Houston from August, 1920, to February, 1921, was 2,065,563 bales, of which foreign bottoms moved 1,475,506 and Shipping Board vessels only 557,999 bales. During the same period a total of 48,252,552 bushels of wheat was exported, of which the foreign lines moved 38,170,819 bushels, while the Shipping Board moved 9,720,877 bushels, the remainder going on individually owned American vessels.

Left $22,000,000 Here

Bringing the argument still closer home, Mr. Marshall declared that Shipping Board vessels during the last year left in Galveston the sum of $22,000,000 for supplies, repairs and other necessities. This sum is divided as follows: Wages, $6,000,000; stores and supplies, $2,500,000; fuel, $7,500,000; repairs, $1,500,000; stevedoring, $2,500,000; wharfage and shed hire, $2,000,000.

Following a natural policy, it is emphasized foreign ships make only emergency purchases on this side, leaving the bulk of the money derived from their operation in their own country. Had Shipping Board vessels enjoyed the majority of export business, Mr. Marshall pointed out, this sum would have been $60,000,000 or $80,000,000 to be disseminated throughout the country at large.

Percentage of Patronage

Month by month, the tabulation of cotton and grain moved in Shipping Board, foreign and individually owned vessels for the period named is as follows:

COTTON

1920—	Foreign	American	U.S.S.B.
August	51,927	.....	37,334
September	155,845	6,975	82,026
October	330,633	.....	137,552
November	367,973	1,101	138,573
December	206,380	15,546	64,084
1921—			
January	222,156	.....	53,635
February	140,592	8,436	44,795
Totals	1,475,506	32,058	557,999

GRAIN

1920—	Foreign	American	U.S.S.B.
August	6,015,222	.....	1,005,578
September	5,518,764	234,000	1,857,274
October	4,569,686	.....	1,972,360
November	3,617,619	.....	1,884,481
December	4,948,894	.....	936,147
1921—			
January	7,250,719	.....	1,051,589
February	6,249,915	126,856	1,013,428
Totals	38,170,819	360,856	9,720,857

"Cotton exporters are asked to remember the assistance given the cotton, lumber and grain industries in the spring of 1919, when there were not sufficient foreign vessels to take care of American exports," Mr. Marshall said, "and the fact that immediately American ships were placed in operation, and that ocean freight rates were not charged on the basis of the market, but were put at a proper ethical basis to show a fair remuneration to the vessel.

American Money Financing

"It might not be amiss to mention that American money is financing our exports, and if the American people disregard their own merchant marine, which has cost the American people about $2,000,000,000 to build, and about $2,000,000,000 more to maintain, the federal reserve system might take a hand in the matter, and as a business policy might ask those people whose shipments they finance to assist their country at the same moment by using American ships. As a matter of information for cotton exporters, should say that it is to be regretted that the records show that the cotton industry gives a less proportion of its trade to the American ships than any other large industry of the country today.

"In other words, such large industries as lumber, rice and flour have been giving and are giving a majority of their business to American steamers."

Mr. Marshall stressed at length the manner in which the Shipping Board met the emergency created by the war and the lesson taught by that period in American commerce.

"The great war has proved to us the absolute necessity of a merchant marine as a naval auxiliary in time of war," he said. "Directly after the signing of the armistice there was a great shortage of ships and practically every interest in America appealed to the Shipping Board for ships to assist them in transporting their cotton, lumber, sulphur, cottonseed cake, cottonseed meal and many other raw products, together with the manufactured products, abroad. Great Britain, which to a large extent had formerly controlled this trade, was not in a position to release many of her merchant ships at this time to pick up her old trade. The Shipping Board came to the assistance of every concern in the United States and helped them out in this situation. The Shipping Board went even further, for the prevailing rates at that time were very high, and in order to assist the producers and the exporters it practically cut the then prevailing rates in half, showing conclusively that the Shipping Board was not trying to gouge the American public, but was trying to help them and at the same time operate its vessels without a loss."

Had to Train Men

Mr. Marshall also touched upon the enormity of the task of creating, since April, 1917, the fleet of 1,200 vessels owned by the Shipping Board, with the organization necessary to maintain and operate them.

"No one denies that many mistakes were made, but it was humanly impossible for such a gigantic task to have been performed without mistakes," he continued. "There were many errors in construction and it is true the officer and crew personnel was in many cases faulty, but we must remember that during this time America was not a maritime nation, and she did not have sufficient competent men to man her vessels. America had practically to start all over again and open sea service schools to train her officer personnel, both in the deck department and in the engine room department.

"All of us remember quite clearly the constant cry for ships and more ships. The result was that many were built in a great hurry. However, the ships that were built in the latter part of 1918 and 1919 are in nearly all respects just as good as the foreign ships."

As an instance of the comprehensive routings possible in Shipping Board vessels, Mr. Marshall cited the fact that regular service is maintained between Galveston and Texas City and the following ports: Liverpool, Havre, Bremen, Antwerp, Ghent, Barcelona, Genoa, Manchester, Rotterdam, London, Cuba and Porto Rico. There are also regular sailings of cattle boats between Galveston and the West Indies and service from Houston for Havre, Bremen and Hamburg. Beaumont has regular sailings to Tampico and Port Arthur a tanker service to the same port.

"What steamship company in the world today operates in as many routes as the Shipping Board?" Mr. Marshall asked. "Not one. Shippers have complained frequently about the delays encountered, the change of name of vessels carrying their products and also about the slowness in paying claims. These charges in many cases are true and would have been true of any other organization created as quickly as the Shipping Board was, but all of these deficiencies and weaknessess have been practically overcome, and this being true—all other conditions being equal, such as service and rates—certainly the American exporter should at least give the Shipping Board 50 per cent. of his shipments. The board does not ask for all of the business, but simply asks for what it thinks it has a right to demand, namely, 50 per

cent. of all the exports from the United States."

Unless the American merchant marine is supported by Americans, he declared, it simply means that the taxpayers of America will be taxed that much more, as it has to be operated at a loss.

"While rates at the moment are low and practically no vessels can be operated at a profit," Mr. Marshall continued, "the American exporter can help to minimize the present losses of the board by giving it his wholesome support, and when rates become normal and attractive, by continuing his support, the board can operate its vessels at a profit."

Evidence that some classes of American industry are awake to the situation is offered in a recent resolution adopted by the miller's emergency defense committee, representing the entire milling industry of the United States, pledging itself to urge upon the milling industry the use, to the utmost of its ability, of American bottoms in the ocean transport of its products.

HOT AND COLD FISH

A press dispatch from Ketchikan, Alaska, relates a story which might fall receptive upon the ear of the King of Denmark. The report is as follows:

"What is declared by Captain Brunn and officers of the steamship 'Northwestern' to be the greatest fish tragedy ever enacted to human knowledge occurred at Klawak bay, Prince of Wales Island, January 30, when at one stroke more than 2,000,000,000 good-sized herring lost their lives.

"The crew eagerly related their remarkable experience of sailing through miles of the dead fish. According to those on board, Klawak bay was full of herring three days before the 'Northwestern' arrived, when a sudden freeze caught the fish in the narrow-necked harbor before they could escape to sea.

"When they were first noticed by George Bradovich, an employe of the Craig cannery, near Klawak, they had swarmed into the harbor in such numbers that those on top were forced out of the water. The freeze came with great suddenness and severity and about six inches of ice formed on the harbor. Millions of the herring at the entrance could be seen dumbly fighting to get out to sea before the enclosed waters were frozen.

"When the 'Northwestern' arrived the tide had receded, and for twenty to fifty feet on the beach, and several hundred feet out into the water, for a distance of three and one-half miles around the harbor lay frozen herring. The officers of the ship and the cannery foreman made careful measurements and found that the fish were tightly packed for an average depth of three feet.

"'It may sound like a fish story,' said Bradovich of the cannery, 'but the fact is that the greatest chance in the world for obtaining good, fresh fish without a stroke of work has been lost. For days a few people tried to put some of the herring away for the summer, and, unfortunately, the steamer could take none. The nearest Indians who would have appreciated the fish were 300 miles away.

"'The ship had the greatest difficulty in navigating out of the harbor at Klawak, as the propeller had to do the work of dessicator, and it barely made a knot an hour.'"

The foregoing brings to mind memories of a certain-old-time schooner captain, who was famous for the strength of his distinctive yarns. He was exceedingly fond of impressing members of his crew with his unlimited wisdom. If by chance he should have amongst his sailors an Alaska fisherman, his great delight was to show by vocal argument how little the fisherman knew about the habits of salmon, and the great knowledge of himself in regard to fish and fisheries of all kinds. As a matter of fact, the only time this worthy old salt ever saw a salmon caught was when he was lying barbound in one of the small rivers along the coast, and he observed some fishermen hauling in a drift.

Naturally, most of these narratives were released in the cabin of the schooner during meal hours. On one occasion the captain was in heated argument with a sailor who had some crawfish experience off the coast of California, and the former maintained that regular "Eastern lobsters with the big claws" would thrive along the Pacific coast as well as they do on the Atlantic. Giving final force to his contentions, he stated: "On one of my voyages as master of the schooner 'Fanny Adele,' while we were sailing before a strong ten-knot breeze in the Gulf of California, the vessel's headway suddenly slowed up, with the sails nearly pulling the masts out of her, and before we could ascertain the reason she nearly stopped. Looking forward, I saw all kinds of things swarming around the fok'sl head.

"My first thought was that I had been given the wrong brand of booze at Santa Rosalia, but on going forward, I noticed that the deck was swarming with live lobsters, and, believe me, some of them had claws as big as the flukes of the anchors. They killed the cat, crippled half the crew and chewed all the woodwork in reach before we managed to shovel the most of them overboard. Those decapods were so packed on top of the waters that the ship's headway piled them up in front of us until they actually come over the bows."

Some daring spirit amongst the crew ventured the remark that "lobsters usually amble pretty close to the bottom," whereat the captain exclaimed: "You don't have to believe me; ask the mate. It was him that called my attention to the fact that the sea for miles was bright red with the color of them."

Of course, such corroboration climaxed the argument, but to this day the second mate wonders why the old man got peeved when he made the remark that it was the first time he heard that the waters of the Gulf were that hot.

The first American merchant ship to enter Naples arrived in November, 1914. During the following year 11 American vessels cleared at that port. In 1919 there were 31 clearances, and during the year 1920 this was increased to 64. The cargoes from the United States during the past year were made up chiefly of coal and wheat or wheat products. It is learned that the discharge facilities at the port of Naples for coal and grain are quite good.

DOWN TO THE SEA

(By Eugene W. Simmonds.)

There's a certain place not far away
That's just hard by the sea;
Where the good ships lie along the quay,
And a myriad flags fly gallantly;
And a forest of masts, and stacks and booms,
May ever be seen from noon to noon.
Where the air is rent by the cargoes scent,
And departing ships on their voyage bent,
Make room for more from the Orient;
From the South Seas or the Occident.

Now every night just about twilight,
A certain lad would view this sight,
From his home upon the nearby height.
And his mind would wander miles afar,
Where no schools, and books, and teachers are;
Where the chores are done with a capstan bar,
And the guide post is a lonely star.
Where there's depths below and heights above,
And nothing else but a sailor's love,
For his ship, the sea, and the tropical grove;
Where the purple mullet and gold fish rove.

In this certain place, not far away,
There was a ship just down the bay.
A four-mast bark at rest she lay,
Ready to sail on the following day,
And this certain lad, who at heart was sad,
Bid good-by to home, and mother and dad
For this four-mast bark "Sir Galahad."

Around Cape Horn the ship sailed fast;
From west to east a 12-knot blast,
Until the Falkland Isles were past.
Then nothing but blue waters vast
On all four sides, the sky-blue dome,
The Galahad, and the great alone,
Ten thousand miles away from home,
And headed straight for the danger zone.

No doubt you know a four-mast bark,
For a torpedo is an easy mark.
To the U-boat gunner it's just a lark,
To sink a sailing ship in the dark.
But the Galahad lost not a man
As she on her beam's end did stand;
Because the wieldly sailors hand
Took to the boats and rowed for land.

Two hundred miles to land or more,
To Fastnet light on Erin's shore.
Two hundred miles the boys did row.
Good God! how that cold wind did blow;
In that grey-green sea called "Devil's Hole."
Four days those men were watching, waiting,
While heavy seas were breaking, swaying,
For rescue they were praying, praying;
Always hoping not dismaying.

Even a sail not theirs to command,
Nor food, nor drink to be had at hand;
A gradual thirst gripped that frozen band
Still an infinite distance from the nearest land.
Oh the hardships of that April cold,
Those shipwrecked sailors came to know.
Four days those wild waves tossed and rolled,
That lifeboat which would barely hold
Those men, who in four days grew old.

At length the horizon from out its fold
Came a ship, to them, more valued than gold.
Their story to her captain told
Who bore them safely to Queenstown's mole.
And now that No Man's Land is still,
Peaceful ships once more shall fill
The ocean, bay, and waterway,
And use no more war-color grey.
And this certain lad himself has found,
A ship that's always homeward bound
From Frisco Bay to Seattle town.
But still remembers when he was sad,
And sailed in the bark "Sir Galahad."

U. S. SWEDISH TRADE

The shipments declared at the American consulate in Goteborg, Sweden, for the United States during 1920 showed an increase of almost 100 per cent. over those of 1919. The returns for 1920 contain a number of items not appearing the previous year, such as cotton voiles, certain iron and steel products, printing paper, potash, and mechanically ground and unclassified wood pulp.

Of the articles appearing during both years art pictures, canned fish, ball bearings, matches, wrapping paper, chemical bleached wood pulp, chemical unbleached wood pulp, and wire showed decided increases.

Silence is more eloquent than words.—Carlyle.

WASHINGTON LETTER

(By Laurence Todd)

Can It Be True?

Three things intensely desired by the rank and file of organized labor throughout the country have received definite support from the Harding administration during the past week.

First and biggest of all is the reversal of policy toward the Russian Soviet Republic, and the indication that trade and diplomatic relations with that government will soon be restored. Secretary of State Hughes has given out statements both as to the moderation of the immediate program of the Russian government in dealing with ownership of land and crops and the running of small business enterprises, and as to the terms of the British trade treaty with Russia, which show the British to be reaping very great advantages from the bargain. President Harding has frowned upon Hoover's anti-Russian statement of recent date, and has displayed warm approval of Hughes' manner of going about the solution of the question.

For the first time since the Soviet republic began sending notes and messages to the Government of the United States—more than three years ago—suggesting friendly conference and cordial relations, the American Government has acknowledged their receipt by making public the text of one of these communications. It is the telegram of the Russian Congress (All-Russian Executive Committee) to the Congress and President of the United States, appealing for renewed friendship and proposing that Russia send a trade delegation here to negotiate a trade agreement. When this document was published, Timothy Healy of the Stationary Firemen, as chairman of the labor committee throughout the country which is trying to secure a resumption of Russian trade, sent a telegram to Mr. Hughes, asking, in the name of 2,500,000 trade unionists who have endorsed this proposal, that Mr. Hughes give it sympathetic consideration.

Debs' Case Reviewed

Second of the advances toward labor this week has been the calling to Washington, for a long talk with Attorney General Daugherty, of Eugene V. Debs, whose release from Atlanta prison is now a foregone conclusion. President Harding authorized the order under which the beloved Socialist leader was released from prison, given his ticket to Washington, and left to make the trip without guard or espionage in his coming and going. Daily papers—even the most violently reactionary—reflect the desires of the new head of the Department of Justice to have the incident treated as one of common decency and humanity. And while the administration refuses to say that others [illegible] Debs are to be liberated, it is evident that in their three hours of discussion Debs and the Attorney General went far beyond the case of the one prisoner, and reviewed the whole series of events and changes in public opinion and limitation of orthodox public expression in the weeks between November, 1916, and May, 1917. Millions of trade union men and women have petitioned for the release not only of Debs, who is old and fortified in the admiration of the working people, but of the great number of younger men who have yet to live their lives in service to humanity. Debs could not have talked long with Daugherty without having placed their claim for justice ahead of his own.

Third in the list of these events which tend to make the labor movement hopeful of the course of the Harding administration for at least the immediate future was the settlement of the dispute between the 200,000 organized workers in the stockyards and the Big Five meat packers.

The men agreed, in conference with counsel for the packers conducted at the office of Secretary of Labor Davis, to accept the cut in wages proposed by the packers, on condition that their joint agreement as to hours and working conditions, administered by Judge Samuel Alschuler, be continued until September 15 next. During these six months they will try to reach a direct agreement with the packers.

Dennis Lane, spokesman for the Amalgamated Association of Meat Cutters and Butcher Workmen of America, did not discuss the settlement, while here, with the press. He talked only with the union delegation accompanying him, and with the Cabinet officers and the packers' lawyers, and with Samuel Gompers and Frank Morrison. Secretary of Labor Davis, Secretary of Commerce Hoover, and Secretary of Agriculture Wallace, who together heard the statements of both sides, refused to talk. President Harding made them all a speech, when the agreement was signed, telling them that he and the country were happy that a strike had been averted by conference and concession. He said that his administration would always try to assist the two contending elements in an industrial dispute to settle their differences around a conference table. Mr. Gompers, who was present during these remarks, expressed his pleasure at that prospect. The fact is, the new administration is for reasons of its own doing many things which spoil the plans of the "open shop" privateers, and these reasons now seem to be multiplying. Hence the "open shop" gentry are awaking to the prospect that their propaganda will soon become distinctly unpopular, if not actually outlawed by the Republican administration.

Sales Tax Is Vicious

These reasons are not all clear, as yet. One of them, however, is plain: Mr. Harding feels that he has a stormy time ahead in the debate over taxation. He expects to endorse a heavy sales tax, which will be a direct burden upon the wage worker and farmer far more than upon the business and professional man of comfortable income. If in the weeks before this taxation trap is sprung he can cultivate the good-will of the workers as a class, he will go far toward making them patient with the added taxes. "Open shoppers" can carry their own load; Mr. Harding must safeguard his legislative program. Hence the open hand outstretched to labor in the matter of Russian relations, political prisoners and mediation which disrupts the nationwide anti-union drive.

The "open shop" drive continues, in all lines where such influence has not been brought to bear to check it. A real test of administration influence with anti-labor elements within the Government itself will come when the Seamen bring their appeal to Secretary Hoover for mediation with the American Steamship Association through the Bureau of Navigation and the Shipping Board. Hoover has called himself a friend of unionism. He has in his department the Bureau of Navigation, at the head of which is Eugene Chamberlain, who has persistently opposed the fair application of the language test and other vital features of the Seamen's Act. If he keeps this man in the Bureau, the Act will not be enforced, and American seamen will go back to the cities and farms, and America's merchant marine will die.

Word came to Washington recently that the Steamship Owners' Association of the Pacific held a meeting March 19 and voted to give 30 days' notice to the five maritime labor organizations that all union agreements would be abrogated on April 30. Other groups of owners, including the Standard Oil and Associated Oil companies, gave similar notice that they would have no further relations with the seamen's union after next month. These decisions mean that the anti-union program has been adopted by all of the shipowners under the American flag in the ports of our Pacific coast, and that unless pressure is brought upon them by the Government in the next four weeks a great maritime struggle will be instituted in those ports on May 1. The seamen's unions have had agreements with these shipowners for nearly twenty years past.

Mr. Hoover, by forcing the Bureau of Navigation to enforce the Seamen's Act, can prevent the manning of these ships by alien scabs. Through his influence with the Shipping Board, and through the influence of the Board upon the shipping associations, the whole movement can be stopped and industrial peace restored. President Harding may, in the end, dictate to Secretary Hoover and the Shipping Board the settlement of this quarrel, just as he did that of the packers with their employes.

Queer Political Stunts

Another field for the attention of the new President is the Civil Service Commission, chosen by President Wilson to enforce Wilson partisan policy. This Commission has sent to Secretary Flaherty of the National Federation of Post Office Clerks a letter declaring that former Chief Clerk McArdle of the Post Office Department and Postmaster Selph of St. Louis, who are charged in an affidavit forwarded by Flaherty with having printed Wilson political posters in the Government printing shop in the St. Louis office in 1918, cannot be punished on that evidence. The Commission says that Postmaster Selph had a right to engage in political activities, and that if he printed the posters in the office under his control the Commission cannot interfere.

As to McArdle, the Commission finds that he denies the charges made in the affidavit. It answers on March 14, after McArdle is out of office, charges filed on August 24th last. It asks for further evidence. The posters are said to have contained President Wilson's plea to the voters to elect only Democrats to Congress, in order to uphold the President in the war then about to end. Burleson furnished that idea, which was Wilson's political undoing.

WEEKLY NEWS LETTER.

(Continued from Page 3)

eight different coal companies in Pennsylvania show a gross return of 11 per cent. on a total inventory value of $2,855,912." Among the reasons advanced by employers for maintaining company houses are the following:

"Greater loyalty from employes; more contented and more efficient workmen; a better control of the labor situation (that is, hire and discharge with greater freedom); serves to advertise the company and to keep it favorably before the public; facilitates part time."

Indiana Workers Win

With the adjournment of the Indiana State Legislature, anti-union forces were routed in every instance but one, the repeal of the railroad full crew law.

There were over a score of anti-labor bills introduced, and included an anti-picket act, a State constabulary bill, measures to weaken the State compensation law, a bill to provide for sueing trade unions, a garnishee bill, and other vicious proposals. The expected industrial court bill did not appear.

Labor defeated every one of these bills. Indianapolis is the center of much anti-trade union activity, but the claims of this element did not impress the Legislature.

One of the best pieces of social legislation passed was the child welfare bill, which provides that no child under 16 years can be employed in industry in the State and then they must have completed at least the eighth grade in an elementary school.

Would Bribe Police

Evidence submitted by the defense in the trial of Sid Hatfield, chief of police of Matewan, charged with the death of Albert Felts, Baldwin-Felts detective, showed that Felts favored putting Hatfield on the detective pay roll at a salary of "from $200 to $300 a month."

"Whatever arrangements are made, must be made under cover," wrote Felts. "Have this understood with Hatfield if you make a deal with him. I think you should suggest some means of bringing about a controversy between him and the bunch (the miners) which will look plausible and give him an opportunity of turning against them and telling them where to head in, because that is what we will expect if we make a deal. Now I do not want him to be neutral. We will expect him to stand squarely behind us in all matters which will come up and let everyone know that he is disgusted with the bunch and wants nothing more to do with them and brand them as crooked and declare himself with the other side when it comes to a showdown."

ITALIAN SHIPPING SITUATION

According to reliable information, instead of the perennial shortage of tonnage, about which so much complaint was formerly made, Italy now has all the ships are finding it difficult to operate their vessels at a profit. The Italian Seamen's Union is exceptionally strong and has been able to impose conditions that are, to say the least, extremely burdensome, from the point of view of those shipowners who can only see excessive profits. While ocean freight rates were at an abnormally high level, shipowners were able to meet these requirements and still make money, but now that rates have been reduced to a fraction of the former figure, it is a very different matter and profits have vanished.

In order to stimulate the construction and purchase of ships a decree has been in effect whereby the Government subsidized the builders of new vessels and undertook to amortize the high cost of vessels purchased in such a way as to reduce the cost to the purchaser to its actual value under normal conditions after the inflation of prices due to the war had been eliminated. That portion of the decree in question which dealt with the purchase of ships expired on December 31, 1920, while that relating to construction will expire on June 30, 1921. There seems to be no probability that any new measure will be adopted for stimulating purchases, but it is expected that the provision for the admission of shipbuilding material free of duty will be continued, as well as the premium on new vessels constructed in Italian yards. In addition, there are indications that a number of new steamship lines will be subsidized by the State.

At current exchange rates and prices steel vessels can be bought in England at prices which compare rather favorably with those suggested for American wooden steamers. The percentage of Italy's ocean traffic carried in Italian bottoms has been increasing rapidly and now equals over 40 per cent, which compares favorably with the situation that existed before the war.

CANADIAN SALMON PROSPECTS

A recent estimate that only 40 per cent. of the salmon pack customarily produced in British Columbia would be canned during the year 1921 has been further reduced, and canners now look for about a 20 per cent. pack; some canneries are prepared to put up about 25 per cent. of their normal pack, while others are figuring on only 15 per cent. These will all be sockeyes. No "chums" will be canned in British Columbia during 1921. In previous years the lower grades of fish shared the overhead expenses of the canneries; this year, there being no lower grades, the sockeyes will carry the entire cost of operation.

It is claimed that many cannery operators are canceling their orders for tin-plate and boxes. The contracts for this tin-plate were made last fall, before there were any intimations of a falling market, and are to run at contract figures for six months ending June 30, 1921. Boxes this year are also reported to be very high; for "talls" these run about 30 cents on this side of the line, while in Washington State they reach the cannery at about 14 cents and are delivered in Alaska at 16 cents.

As the canners in British Columbia are faced with the prospect of a break in tin prices about July 1, 1921, they claim that, with high-priced tin, boxes, and fish, they can not offer the wholesaler any low-priced product this fall, although other classes of canned goods will, no doubt, show the cut in tin and boxes.

Always demand the Union Label!

International Seamen's Union of America

(Continued from Page 5)

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Labor News

Latest reports from Detroit, Mich., show that unemployment in that city is slightly decreasing.

Building Trades Unions of Omaha, Neb., are on strike against a 20 per cent. reduction in wages.

The New York Assembly, by a vote of 77 to 62, declared vacant the seat of Assemblyman Henry Jager, Socialist, of Kings county.

The Cigarmakers' Union of San Francisco is making an intensive campaign in behalf of label cigars manufactured in the union shops of the city.

It is charged that local business men of Davenport, Iowa, are forcing their women workers to sign protests against a nine-hour bill, now pending in the State Legislature.

Waiters' Union, Local No. 30, of San Francisco have petitioned President Harding to grant amnesty to political prisoners confined in federal prisons in the United States for violation of the espionage act during the war.

At Sacramento the Assembly committee on revenue and taxation has tabled a bill proposing to permit municipalities to levy a poll tax on aliens. The bill was offered at the request of the city of Stockton, which wanted to put a head tax on Hindus residing there.

More than 6,000 children's dress and petticoat makers of New York, recently suspended work to organize the trade on the same basis as other trades in the ladies' garment industry. These workers are affiliated with the International Ladies' Garment Workers' Union.

A reduction of 7½ per cent. in the wages of men engaged in the Building Trades of San Francisco was recommended in the report of the board of arbitration, which has been at work several months studying relation of wages to the cost of living. In the event of no contest the new scale will become effective April 11, 1921.

Employes of two independent Chicago packing companies have struck, charging their employers with violating the seniority clause of the Alschuler war-time agreement between the packers and their union employes. The breach of faith upon the part of employers follows immediately upon the heels of the recent settlement.

A ten million dollar annual slash in the payroll of the International Harvester Company has been put into effect. The 45,000 employes involved in the wage reduction have been receiving an aggregate pay of between $70,000,000 and $80,000,000. Men on piecework and hourly basis have been cut 20 per cent. and officials and salaried employes trimmed 10 per cent., according to officials. A few employes were cut [illegible]

"The best convention in the history of the State Building Trades Council of California was the unanimous verdict of every delegate who attended the twenty-first annual gathering in San Jose, which adjourned last night. Complete harmony prevailed throughout the session, ending with the re-election of [illegible] and the selection of San Diego as the place of holding next year. Civilized methods drawing in favor of the southern city. Reports submitted from various sections showed the building trades crafts to be in a healthful condition throughout the State.

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Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
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Andersen, Arthur H.
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Alonso, Nicolas
Andersen, Pete

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Thorsen, Hans
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Berge, Christ
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Belmont, Joe
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Edtie, Geo.
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Hauth, Charles
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Jonassen, Johannes
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Jeffress, Ed.
Jewell, Al M.
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Kruger, Fred
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Lange, Henry
Lawrence, Bruno
Larson, C. L.
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Luce, Paul
Lindquist, Emil
Lindstrom, John A.
Losher, Josef
Lindholm, Charles
Lobelos, Jose

Miller, Fred
MacIntyre, Lacy
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McMullen, Dan
McCart, Albert
McVey, Frank
McGhee, E. J.
Mason, A. G.
Miller, W. J.
Muller, John
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Martinson, J. L.
Mazzoni, William
Meserve, Donald
Moritz, W.
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Nystrom, Uno
Nelson, Gus
Neville, Thomas
Nelson, E. C.
Nelson, Charlie
Nelson, K. M.
Nelson, C. A.

Ossante, F.
Olson, Olaf V.
Olsen, Kristian
Olsson, Otto
Olsen, Ole P.
Olofson, Oskar
Odom, Jackson
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Olsen, Harold
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Pylkkanen, William
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Rudd, Berger
Rengdorf, W.
Rod, S.
Rosenthal, W.
Rantala, Sam

Sager, W.
Schwalbe, Paul
Stahl, Oscar O.
Sandberg, N. A.
Saland, Hans
Strahle, Chas.
Shephardson, Miles
Schutte, Richard
Spencer, Oswald
Strom, Carl L.
Schmidt, H. T. L.
Sether, S. J.
Swanson, Eric K.
Sodergren, Oskar
Schmees, H.
Sorensen, Edwin
Schierenbeck, Karl
Siksne, Julius
Sundquist, Walter
Soinila, Arvid
Selzer, Max
Sunde, O.
Stuhr, Olaf
Sakariassen, B.

Tosh, James M.
Turning, Ernest
Thomas, Harry B.
Thompson, M.
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Tinsman, F. T.
Tanum, Helge
Tvede, Nick
Thornlund, John
Timmers, Harry

Veckenstedt, W.
Vizcarra, Oscar

Westerberg, Otto
Woods, Claude F.
Wright, Charlie
Wilson, John
Woide, John
Ward, Stephen
Wennerquist, A.
Wright, Tom
Wilhelmsen, K.
Winkelman, Otto
Worthington, Asa
Wilson, Edw.
Wolden, Paul
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Yeoman, W. E.
Young, Carl
Young, William E.

Zetbury, Harold
Zimmerman, Fritz
Zimera, Geo.

Registered Mail Packages

Haierup, Axel
Harwardt, Ewald
Anderson, G.
Allison, Benjamin S.
Pinnengton, H. D.
Weihs, Frits
Zimmerman, Fritz
Raegener, Gust
Campbell, J. R.
Costley, F. L.
Hermanson, Karl
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Boman, Carl W.
Boergran, John
Boyd, Frank
Carlson, E.
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Domenico, P.
Duke,, F.
Dalin, August
Farrington, Joseph
Groth, J.
Gustafson, Emil
Hiteskero, J. C.
Hakansen, Ingvar
Hagberg, Gust
Jakobsen, Emil
Jeffers, A.
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Kerrigan, G.
Karlkromoni, Steve
Kelth, Manlius
Kjerdalen, Ole
Kristoffersen, H. O.
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Larsen, Theodore
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Parone, S.
Perunin, Christian
Smith, R.
Schultz, Walter
Shivers, D.
Strickland, G.
Skooba, Nils
Tennisen, Peter
Widell, Julius

Registered Letters

Meyer, Hans
Rassmussen, P.
Strusk, John Walentine

INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic." S. B. Axtell, 9 State St., N. Y. 3-29-21

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912,

of The Seamen's Journal, published weekly at San Francisco, Cal., for April 1, 1921:

State of California,
County of San Francisco—ss.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared S. A. Silver, who, having been duly sworn according to law, deposes and says that he is the Business Manager of The Seamen's Journal, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in Section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Name of — Postoffice Address—

Publisher, Sailors' Union of the Pacific, San Francisco, Cal.

Editor, J. Vance Thompson, San Francisco, Cal.

Managing Editor, J. Vance Thompson, San Francisco, Cal.

Business Manager, S. A. Silver, San Francisco, Cal.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.)

Sailors' Union of the Pacific, San Francisco; not a corporation. Principal officers of the Sailors' Union: Andrew Furuseth, Secretary, San Francisco; Ed. Rosenberg, Assistant Secretary, San Francisco.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)

None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

S. A. SILVER, Business Manager.

Sworn to and subscribed before me this 28th day of March, 1921.

(Seal) MARGUERITA S. BRUNER.

(My commission expires Jan. 8, 1922.)

INFORMATION WANTED

Checks are now available for the members of the crew of the S. S. "Windber," for salvage services rendered against the S. S. "Elkton," in November 17, 1919. The following members are requested to call or communicate with owners, the Pacific American Fisheries, South Bellingham, Wash.:

Aspostal, C. — Frederickson, F. W.
Grant, P. — Jacobsen, O.
Samuelson, H. — Wallace William

Mrs. John M. Eshleman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda County this spring, 1921. 2-16-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Domestic and Naval

The council of the Ottawa Board of Trade has adopted a resolution recommending that until the rate of exchange between Canada and the United States gets back to normal, citizens of Canada be urged to deny themselves luxuries imported from the United States.

The Russian bark "Albyn," a former British bark, which carried many tons of grain out of San Francisco harbor and is well known there, has been posted as missing by Lloyd's in London. The "Albyn" departed from Newport October, 1920, with coal for Gothenburg and has never been heard from.

An organization of women journalists has been formed in Japan by the women reporters of daily newspapers and the women editorial workers on other periodicals in Osaka. Elevation of their social status as journalists "who are participating in the promotion of general culture as well as in raising the position of women in Japan" is sought."

The different steamship lines plying to and beyond Hawaii brought 11,073 cabin passengers to Honolulu in 1920, according to the annual report of the Hawaii tourist bureau. The total of passengers arriving in Honolulu and passing through, according to the bureau, was 35,974. The number who came to the islands to stay permanently, or for a time, not listed as through passengers, was 5781 more than in 1919.

Local shipping interests focused their interest recently on the fairly large shipment of coal brought to San Francisco by the Union Line freighter "Waihemo," which arrived from the Antipodes. The coal cargo, consisting of 5,006 tons, was consigned to the Rolph Navigation and Coal Company, and shippers conjectured this forecasted another movement of coal from Newcastle to this port.

On March 1, 1921, private American shipyards were building, or under contract to build, for private shipowners 227 steel vessels, of 901,229 gross tons, compared with 252 steel vessels, of 977,903 gross tons, on February 1, 1921. The shipyards have reported no new contracts during February. These figures do not include Government ships or ships building or contracted for by the United States Shipping Board.

The lowly tugboat was given the status of a merchant vessel in the United States District Court at San Francisco. Naturalization Examiner George Crutchfield asked a ruling of Federal Judge William C. Van Fleet when Ferdinand B. Anderson applied for citizenship under the Seaman's Act. Anderson had been employed as a marine engineer on the tugboat "Fearless," and after three years' employment had been honorably discharged. Crutchfield called to the court's attention that the law provides that only persons who are employed on merchant vessels or fishing boats could take advantage of the Seaman's Act to obtain citizenship. He informed Judge Van Fleet that the question of classifying a tugboat had not been presented before. Judge Van Fleet promptly ruled that the tugboat was a merchant ship on the ground that it was a recognized instrument of commerce.

Domestic and Naval

Naval vessels at sea may take on fuel oil while under way through a device installed in the fuel ship "Pecos." to be launched in Boston April 23.

The anti-Japanese bill, to prevent persons ineligible for citizenship from owning land in the State of Colorado passed the lower house of the general assembly and now goes to the Governor. Governor Shoup has indicated he will sign it.

According to the officials, search will be continued for the missing naval balloon and five men, which left the Pensacola naval air station March 22 on a practice hop. Bad weather seriously handicapped the searchers for the first few days after the mishap.

At Sacramento Assemblyman Parkinson's bill to amend the women's eight-hour day to permit women to work nine hours a day, provided their hours of labor do not exceed forty-eight in any one week, has been laid on the table by the Assembly Labor and Capital Committee. Labor representatives construed the measure to be an attack upon the eight-hour law.

Simultaneous mobilization of the army and navy air forces are under way in preparation for bombing tests against naval vessels to be conducted jointly by the two services in June and July. Army fliers are gathering at Langley Field, Virginia, to practice bomb-dropping against targets on the water. Navy air forces are concentrating at Hampton Roads and at Yorktown, Va.

Illiteracy is decreasing in the nation, according to Census Bureau returnes from the first three States in which 1920 enumeration has been worked out on the subject. In Alabama, where the percentage of illiteracy was found to be 22.9 of the total population over ten years of age in 1910, the 1920 percentage was 16.1. In Arkansas, the percentage dropped from 12.6 in 1910 to 9.4 in 1920, and in Delaware from 8.1 in 1910 to 5.9 in 1920.

Acting Secretary Roosevelt has begun a personal inquiry into the flight of the naval free balloon, missing since March 22, the day it left Pensacola, Florida, with five men aboard. Roosevelt said that the Pensacola affair, coming on the heels of the balloon flight from Rockaway, Long Island, to Moose Factory, Ontario, would undoubtedly result in tightening up orders regarding such flights in future. The department admitted that little hope was entertained that the men would ever be found.

The Secretary of Commerce has announced that in view of the important development of a radio compass by the Bureau of Standards, three wireless fog signals would be immediately installed at the entrance to New York harbor through the Lighthouse Service. Each of these three stations is equipped with an [illegible] radio set sending out signals continuously during fog or thick weather. They may be picked up on shipboard by means of the new radio compass which indicates the direction from which the radio signals are sent out, and by taking observations on the different stations the captain of a vessel may determine his exact position without being obliged to rely on the former unsatisfactory method of locating himself by the sound of whistles and fog horns.

The San Francisco Savings and Loan Society

SAVINGS (THE SAN FRANCISCO BANK) COMMERCIAL

526 CALIFORNIA STREET, SAN FRANCISCO, CAL.

Member of the Federal Reserve System
Member of the Associated Savings Banks of San Francisco

MISSION BRANCH, Mission and 21st Streets
PARK-PRESIDIO DISTRICT BRANCH, Clement and 7th Ave.
HAIGHT STREET BRANCH, Haight and Belvedere Streets

DECEMBER 31st, 1920

Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Aalto, Henry
Albright, Harry
Allworden, C.
Altonen, Carl
Andersen, O. -1597
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Andersson, E. O. -2441
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Anderson, O. A. -604
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Arthur, S.
Araneda, Peter
Asklow, Knut

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Baumann, Willie
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Blomquest, Eric
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Branigan, L. J.
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Burns, F.
Buckley, Daniel
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Carruthers, Matt.
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Carlstrom, Arvid
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Childs, John B. -1095
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Clark, Fred W.
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Coffey, G. E.
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Crawford, Clarence
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Dollman, H. F.
Duffy, John

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Gilbertsen, Andrew
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Granberg, John
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Keath, M. E.
Kelcast, Michael
Kilwe, Karl
Kivekas John
Klieman, Otto
Knudsen, Rangvl.
Knopff, Fred
Knobe, A. W.
Knutsson, B. R.
Kramer, Otto
Krishjan, K. W.
Kristoffersen, A. B.
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Laine, Arthur A.
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Lane, Mike
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Marland, Andrew J.
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McGregor, D.
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Mikkelsen, Olaf
Miller, Fred
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Moe, Harald
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Norland, Andrew J.
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Oberg, Einar
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O'Brien, Leander
Oftedal, Casper
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Olson, Stanley
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Rasmussen, T. H.
Reed, Frank
Ringman, C. W.
Risu, Eino
Rodriques, Antonio
Rohman, George
Rosen, Valf.
Rosa, John

Saarinen, Niilo
Sanseter, Paul
Savage, Roland
Schmees, H.
Sschysler, C. M.
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Thompson, Clifford
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Torrance, J. H. -1280
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Tweedale, L.

Vadum, Nils K.
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Vaughan, A. S.
Vilenius, J.
Vincenzo, Robert
Voight, W.

Wallace, R. L.
Wall, A.
Wally, M.
Warren, R. C.
Wakku, Chas.
Wally, M.
Wacktman, Paul
Watson, Arthur
Wehvilainen, Oscar
Wergeland, Siegfried
Westley, W. E.
Wescher, A. J.
Werterverde, John
Wenngren, Carl
Whippy, P.
Whiting, Russell
Wiberg, J.
Wittenburg, D.
Wihavainen, Geo.
Wirsa, Andrew
Wiechl, John
Wiechl, Hans
Woodley, C. R.
Woodhause, A.
Wolfe, E. O.

Ychivalbe, F. T.
Young, Harold V.
Young, B. L.
Zang, John W.
Zeiss, Walter
Ziehr, Ernst

PACKAGES.

Allen, James O.
Baumann, Willi
Bothe, Otto
Boman, Guannar
Bower, G. R.
Branagan, L. I.
Childs, J. B.
Carpenter, Harold
Clark, Fred W.
Coffey, G. E.
Cumalat, J. H.
Dahl, Helge
eu Pree, E.
Edmons, John
Fischer, Chas. O.
Friberg, Chas. A.
Hansen, Henry M.
Hood, Alex.
Hughes, Earl B.
Io anessen, A. -2277
Karlson, Kar Sigurd
Keith, J.
Knudsen, Martin
Knutson, R. -783
Larsen, J. -2012
Locke, J. E.
Ludvigsen, Arne
Lundstrom, Ernest
Millard, W. G.
Mohr, Chas.
O'Connor, John J.
Olsson, James
Olsson, C. G. -1101
Olsson, Carl J.
Schulze, Hans
Schulz, L.
Sidoroff, N.
Taylor, James B.
Timmermann, W.
Twigg, H. M.
Wagner, R. H.
Wallace, R. L.
Ward, W. C.
Wilkens, Henry

INFORMATION WANTED

John Wallin is anxious to ascertain the whereabouts of Harold A. Lincoln and J. Peed, whom were with him on the Bark "Moshulu," at Melbourne, Australia. Kindly communicate or report at your earliest opportunity with his attorney at 676 Mills Building, San Francisco, Cal. 4-6-21

Thos. A. Jones, 720 N. Lancaster Avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Arturo Longueira, age 18, who mysteriously disappeared at South Ferry, New York, on August 25th, or any one knowing his whereabouts, will please communicate with Secretary, Marine Firemen's Union, 70 South St., New York City. 10-20-20

Mrs. Jean Taylor. 940 Pender Street, West Vancouver, B. C., is anxious of ascertaining the whereabouts of Robert Gilchrist Cassar, a member of the Sailors' Union of the Pacific. 10-13-20

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News from Abroad

Premier Lloyd George has urged the people of Britain to get ready for a general election "at no distant date." His warning was uttered in a speech to new coalition members of Parliament at a luncheon.

Twenty Communists have been arrested at Milan, Italy, following the search of houses by the police. It is reported that Nationalists and Socialists have clashed at Canossa, near Reggio, and that there have been a number of casualties.

Leading Communists in the Crefeld district, Germany, to the number of 300 have been arrested by Belgian military authorities. The Belgians hold the Communists responsible for ordering a strike of 30,000 workmen and inciting rioting.

Turkish official reports declared that the Turkish Nationalists, east of the Smyrna district, have attacked and defeated the Greeks, who began a recent offensive. It is said that 1700 Greeks were taken prisoners and that the Nationalists have captured twenty guns.

A report from Tokio states that General Fukdia, assistant adjutant of the Japanese general staff, has sailed for the Bonin Islands, a Japanese group about 500 miles southwest of the main Japanese chain, for the purpose of studying conditions on the islands preparatory to the carrying out of the enlarged fortification project there.

Japanese purchases of airplanes in Europe are increasing and an elaborate program of naval aviation has been initiated. The Japanese Government has obtained a private mission of twenty ex-naval flying officers and men from Great Britain, following disappointment at failure to obtain thirty instructors from the British naval air mission.

The land tenure scheme of the Russian Soviet government, announced in the Moscow newspapers, permits each man to hold his land for nine years, within which time there will be no redistribution. It also is provided that peasants whose holdings are scattered over a large area will, in some cases, be allotted new centralized holdings of an equivalent size.

Disturbances of a political character have occurred in Peru recently, according to meager reports from Lima. A dispatch from the Peruvian capital to La Nacion of Buenos Aires reports sanguinary events at various points in the interior, notably in the department of Apurimac, in the southwestern part of the country, where several persons have been killed and wounded, and in the village of Gray, where a colonel was assassinated and three gendarmes were killed.

Argentina reports that there is no appreciable relief from the port congestion, and the charter market is even lower than last month. The demand for shipping space continues dull; outward tonnage exceeds demand, and shipping rates are low. Many vessels are delayed in port while awaiting cargoes. Consequently, the ports are congested with shipping. The despatch of vessels is slow, and there is also a large accumulation of refused merchandise, especially automobiles (estimated at 3,000 in number), and textiles. Stocks of bunker coal and oil are normal. The existing boycott is seriously affecting the loading of ships.

With the Wits

Employer—George, I want to speak to you regarding your attentions to Miss Sweetly during office hours. I engaged you as billing clerk. No cooing was mentioned. That's all for the present.—London Mail.

American public schools are overpupiled, under teachered, inadequately housed; teachers are underpaid; many schools are menacingly overcrowded—but, aside from these defects and lacks, the schools are all right.—Pasadena Star-News.

Two friends returning home from a late evening gathering noticed through the window a Chinese in the dimly lighted rear shop.

"I wonder what that Chinese is doing up so late?" said one.

"Shirts, I suppose," came the answer.—Winnipeg Tribune.

A Swede came down from the woods, and, entering a saloon, asked for a drink of good squirrel whiskey. The bartender said: "We have no squirrel whisky, but we have some good Old Crow."

"Oh, Yudas Priest!" said the Swede, "I don't want to fly; I yust want to hop around a little."

"I saw a dandy at the auto show last evening. Low in front, no back to speak of and every appearance of speed."

"What kind of a car was it?"

"Car nothing. It was a dress some woman was wearing."—Judge.

"Ah shuah does pity you," said a colored pugilist to his opponent as they squared off. "Ah was bohn with boxin'-gloves on."

"Maybe you was," retorted the other; "and Ah reckon you'se goin' to die de same way."—Boston Transcript.

Pat was a bashful lover and Biddy was coy—but not too coy.

"Biddy," Pat began timidly, "did ye ivver think av marryin'?"

"Sure, now, th' subject has nivver entered me thoughts," demurely replied Biddy.

"It's sorry Oi am," said Pat, turning away.

"Wan minute, Pat," called Biddy softly, "Ye've set me a-thinking'."

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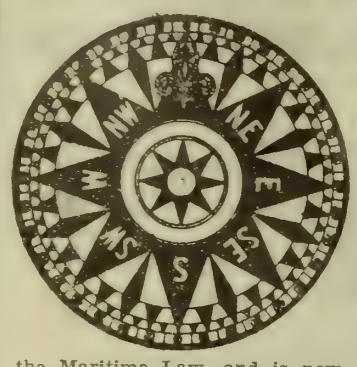

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A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXIV, No. 32. SAN FRANCISCO, WEDNESDAY, APRIL 13, 1921. Whole No. 1748.

RUSSO-BRITISH AGREEMENT

Full Text as Published by the British Board of Trade

The following trade agreement was signed on March 16 by Sir Robert Horne, president of the Board of Trade, on behalf of the British Government, and M. Krassin, on behalf of the Soviet Government:

Whereas, it is desirable in the interests both of Russia and of the United Kingdom that peaceful trade and commerce should be resumed forthwith between those countries; and

Whereas, for this purpose it is necessary pending the conclusion of a formal general peace treaty between the Governments of these countries by which their economic and political relations shall be regulated in the future that a preliminary agreement should be arrived at between the Government of the United Kingdom and the government of the Russian Socialist Federal soviet republic, hereinafter referred to as the Russian Soviet Government.

The aforesaid parties have accordingly entered into the present agreement for the resumption of trade and commerce between the countries.

The present agreement is subject to the fulfillment of the following conditions, namely: (1) That each party refrains from hostile action or undertakings against the other and from conducting outside of its own borders any official propaganda direct or indirect against the institutions of the British Empire or the Russian soviet republic, respectively, and more particularly that the Russian Soviet Government refrains from any attempt by military or diplomatic or any other form of action or propaganda to encourage any of the peoples of Asia in any form of hostile action against British interests or the British Empire, especially in India and in the Independent State of Afghanistan. The British Government gives a similar particular undertaking to the Russian Soviet Government in respect of the countries which formed part of the former Russian Empire and which have now become independent. (2) That all British subjects in Russia are immediately permitted to return home, and that all Russian citizens in Great Britain or other parts of the British Empire who desire to return to Russia are similarly released.

It is understood that the term "conducting any official propaganda" includes the giving by either party of assistance or encouragement to any propaganda conducted outside its own borders.

The parties undertake to give forthwith all necessary instructions to their agents and to all persons under their authority to conform to the stipulations undertaken above.

Article 1

Both parties agree not to impose or maintain any form of blockade against each other and to remove forthwith all obstacles hitherto placed in the way of resumption of trade between the United Kingdom and Russia in any commodities which may be legally exported from or imported into their respective territories to or from any other foreign country, and not to exercise any discrimination against such trade, as compared with that carried on with any other foreign country or to place any impediments in the way of banking, credit and financial operations for the purpose of such trade, but subject always to legislation generally applicable in the respective countries. It is understood that nothing in this article shall prevent either party from regulating the trade in arms and ammunition under general provisions of law which are applicable to the import of arms and ammunition from or their export to foreign countries.

Nothing in this article shall be construed as overriding the provisions of any general international convention which is binding on either party by which the trade in any particular article is or may be regulated (as for example, the opium convention).

Article 2

British and Russian ships, their masters, crews and cargoes shall, in ports of Russia and the United Kingdom, respectively, receive in all respects the treatment, privileges, facilities, immunities and protections which are usually accorded by the established practice of commercial nations to foreign merchant ships, their masters, crews and cargoes, visiting their ports, including the facilities usually accorded in respect of coal and water, pilotage, berthing, drydocks, cranes, repairs, warehouses and generally all services, appliances and premises connected with merchant shipping. Moreover, the British Government undertakes not to take part in or to support any measures restricting or hindering, or tending to restrict or hinder, Russian ships from exercising the rights of free navigation of the high seas, straits, and navigable waterways which are enjoyed by ships of other nationalities; Provided, That nothing in this article shall impair the right of either party to take such precautions as are authorized by their respective laws with regard to the admission of aliens into their territories.

Article 3

The British and other Governments having already undertaken the clearances of the seas adjacent to their own coasts, and also certain parts of the Baltic from mines, for the benefit of all nations, the Russian Soviet Government, on their part, undertake to clear the sea passages to their own ports. The British Government will give the Russian Soviet Government any information in their power as to the position of mines, which will assist them in clearing passages to the ports and shores of Russia. The Russian Government, like other nations, will give all information to the International Mines Clearance Committee about the areas they have swept, and also what areas still remain dangerous. They will also give all information in their possession about the mine fields laid down by the late Russian Governments since the outbreak of war in 1914, outside Russian territorial waters, in order to assist in their clearance: Provided, That nothing in this section shall be understood to prevent the Russian Government from taking or requiring them to disclose any measures they may consider necessary for the protection of their ports.

Article 4

Each party may nominate such number of its nationals as may be agreed from time to time as being reasonably necessary to enable proper effect to be given to this agreement, having regard to the conditions under which trade is carried on in its territories, and the other party shall permit such persons to enter its territories and to sojourn and carry on trade there: Provided, That either party may restrict the admittance of any such persons into any specified areas, and may refuse admittance to or sojourn in its territories any individual who is persona non grata to itself or who does not comply with this agreement or with the conditions precedent thereto.

Persons admitted in pursuance of this article into the territories of either party shall, while sojourning therein for purposes of trade, be exempted from all compulsory services whatsoever, whether civil, naval, military, or other, and from any contributions whether pecuniary or in kind, imposed as an equivalent for personal service, and shall have the right of egress.

They shall be at liberty to communicate freely by post, telegraph, and wireless telegraphy, and to use telegraph codes under the conditions and subject to the regulations laid down in the international telegraph convention of St. Petersburg in 1875 (Lisbon revision of 1908).

Each party undertakes to account for, and to pay all balances due to the other in respect of terminal and transit telegrams and in respect of transit letter mails in accordance with the provisions of the international telegraph convention and regulations and of the convention and regulations of the universal postal union, respectively. The above balances when due shall be paid in the currency of either party at the option of the receiving party.

Persons admitted into Russia under this agreement shall be permitted freely to import commodities (except commodities such as alcoholic liquors, of which both the importation and the manufacture are, or may be, prohibited in Russia) destined solely for their household use or consumption to an amount reasonably required for such purposes.

Article 5

Either party may appoint one or more official agents to a number to be mutually agreed upon, to reside and exercise their functions in the territories of the other, who shall personally enjoy all the rights and immunities set forth in the preceding article, and also immunity from arrest and search, provided that either party may refuse to admit any individual as an official agent who is persona non grata to itself, or may require the other party to withdraw him should it find it necessary to do so on grounds of public interest or security. Such agents shall have access to the authorities of the country in which they reside for the purpose of facilitating the carrying out of this agreement, and of protecting the interests of their nationals.

Official agents shall be at liberty to com-

municate freely with their own Government and with other official representatives of their Government in other countries by post, by telegraph and wireless telegraphy in cipher, and to receive and dispatch couriers, with sealed bags, subject to a limitation of three kilos per week, which can be exempt from examination.

Telegrams and radio telegrams of official agents shall enjoy any right of priority over private messages that may be generally accorded to messages of the official representatives of foreign Governments in the United Kingdom and Russia, respectively.

Russian official agents in the United Kingdom shall enjoy the same privileges in respect of exemption from taxation, central or local, as are accorded to the official representatives of other foreign Governments. British official agents in Russia shall enjoy equivalent privileges, which, moreover, shall in no case be less than those accorded to the official agents of any other country.

The official agents shall be the competent authorities to visé the passports of persons seeking admission, in pursuance of the preceding article, into the territories of the parties.

Article 6

Each party undertakes generally to insure that persons admitted into its territories under the two preceding articles shall enjoy all protection, rights, and facilities which are necessary to enable them to carry on trade, but subject always to any legislation generally applicable in the respective countries.

Article 7

Both contracting parties agree simultaneously with the conclusion of the present trade agreement to renew exchange of private postal and telegraphic correspondence between both countries, as well as dispatch and acceptance of wireless messages and parcels by post in accordance with the rules and regulations which were in existence up to 1914.

Article 8

Passports, documents of identity, powers of attorney, and similar documents issued or certified by the competent authorities in either country for the purpose of enabling trade to be carried on in pursuance of this agreement, shall be treated in the other country as if they were issued or certified by the authorities of a recognized foreign Government.

Article 9

The British Government declares that it will not initiate any steps with a view to attach or to take possession of any gold, funds, securities, or commodities not being articles identifiable as the property of the British Government which may be exported from Russia in payment for imports or as securities for such payment, or of any movable or immovable property which may be acquired by the Russian Soviet Government within the United Kingdom. It will not take steps to obtain any special legislation not applicable to other countries against the importation into the United Kingdom of precious metals from Russia, whether specie (other than British or allied) or bullion or manufactures or the storing, analyzing, refining, melting, mortgaging, or disposing thereof in the United Kingdom, and will not requisition such metals.

Article 10

The Russian Soviet Government undertakes to make no claim to dispose in any way of the funds or other property of the late Imperial and Provisional Russian Governments in the United Kingdom. The British Government gives a corresponding undertaking as regards British Government funds and property in Russia. This article is not to prejudice the inclusion in the general treaty referred to in the preamble of any provision dealing with the subject matter of this article. Both parties agree to protect and not to transfer to any claimants pending the conclusion of the aforesaid treaty any of the above funds or property which may be subject to their control.

Article 11

Merchandise, the produce or manufacture of one country imported into the other in pursuance of this agreement, shall not be subjected therein to compulsory requisition on the part of the Government or of any local authority.

Article 12

It is agreed that all questions relating to the rights and claims of nationals of either party in respect of patents, trade-marks, designs, and copyrights in the territory of the other party shall be amicably dealt with in the treaty referred to in the preamble.

Article 13

The present agreement shall come into force immediately, and both parties shall at once take all necessary measures to give effect to it. It shall continue in force unless and until replaced by the treaty contemplated in the preamble so long as the conditions laid down both in the articles of the agreement and in the preamble are observed by both sides: Provided, That at any time after the expiration of twelve months from the date on which the agreement comes into force either party may give notice to terminate the provisions of the preceding articles, and on the expiration of six months from the date of such notice those articles shall terminate accordingly: Provided, also, That if as the result of any action in the courts of the United Kingdom dealing with the attachment or arrest of any gold, funds, securities, property, or commodities not being identifiable as the exclusive property of a British subject, consigned to the United Kingdom by the Russian Soviet Government, or its representatives, judgment is delivered by the court under which such gold, funds, securities, property, or commodities are held to be validly attached on account of obligations incurred by the Russian Soviet Government or by any previous Russian Government before the date of the signature of this agreement, the Russian Soviet Government shall have the right to terminate the agreement forthwith: Provided, also, That in the event of the infringement by either party at any time of any of the provisions of this agreement or of the conditions referred to in the preamble, the other party shall immediately be free from the obligations of the agreement. Nevertheless, it is agreed that before taking any action inconsistent with the agreement, the aggrieved party shall give the other party a reasonable opportunity of furnishing an explanation or remedying the default.

It is mutually agreed that in any of the events contemplated in the above provisos, the parties will afford all necessary facilities for the winding up, in accordance with the principles of the agreement, of any transactions already entered into thereunder, and for the withdrawal and egress from their territories of the nationals of the other party, and for the withdrawal of their movable property.

As from the date when six months' notice of termination shall have been given under this article, the only new transactions which shall be entered into under the agreement shall be those which can be completed within the six months. In all other respects the provisions of the agreement will remain fully in force up to the date of termination.

Article 14

This agreement is drawn up and signed in the English language. But it is agreed that as soon as may be, a translation shall be made into the Russian language and agreed between the parties. Both texts shall then be considered authentic for all purposes.

Signed at London, this sixteenth day of March, 1921.

R. S. HORNE.
L. KRASSIN.

Declaration of Recognition of Claims

At the moment of signature of the preceding trade agreement, both parties declare that all claims of either party or of its nationals against the other party in respect of property or rights, or in respect of obligations incurred by the existing or former Government of either country, shall be equitably dealt with in the formal general peace treaty referred to in the preamble.

In the meantime, and without prejudice to the generality of the above stipulation, the Russian Soviet Government declares that it recognizes in principle that it is liable to pay compensation to private persons who have supplied goods or services to Russia for which they have not been paid. The detailed mode of discharging this liability shall be regulated by the treaty referred to in the preamble.

The British Government hereby makes a corresponding declaration.

It is clearly understood that the above declarations in no way imply that the claims referred to therein will have preferential treatment in the aforesaid treaty as compared with any other classes of claims which are to be dealt with in that treaty.

Signed at London, this sixteenth day of March, 1921.

R. S. HORNE,
L. KRASSIN.

MUTINOUS CREW SINKS SHIP

An interesting item of news recently arrived from Buenos Aires. According to reports the organized seamen of Argentina will have one less non-union crew to compete with.

The non-union crew of the steamer "Huttaita," operated by the Paraguayan Government between Paran River ports, stole off with the vessel Wednesday and headed north toward Brazil, and was sunk near Concepcion.

The crew of the "Huttaita," it was believed, made off with it, intending to take over other river steamers and persuade the crews to join in resisting the Paraguayan Government's proposal to surrender operation of the vessels to their owners, the Argentine Navigation Company, which has reached an agreement with the unions.

FEATS OF MARINE SALVAGE

There is something very appealing about the work of marine wrecking companies, as we call them, or marine salvage companies, as they are known on the other side of the water; so much so, indeed, that the stories which we have published from time to time of the operations of our own wrecking companies have always been welcomed and appreciated. The exigencies of the war, and particularly the submarine campaign, made a big demand upon the salvage companies to which they responded in right royal fashion, and the Liverpool Salvage Association has made a report which shows how positively amazing were both the activity and the successes of the salvage operations of the war. Thus, we learn that during the ill-fated Dardanelles expedition, of fifty-one vessels sunk near the beaches, all were speedily reclaimed by the wrecking outfit of the association. Within a period of ten days in the month of June, 1917, four steamers, with a total deadweight of 30,000 tons, which had been torpedoed and sunk in the English Channel, were brought into port. It will be remembered that the "Lion" was badly holed by gunfire during the running fight known as the Dogger Bank action, and it was one of the company's vessels, the "Ranger," which brought the ship in. This she did by building a cofferdam of timber backed by cement around the smashed armor plate, and putting the ship into a sufficiently watertight condition to get home. Another notable rescue was that of the "Britannia," a predreadnought battleship, which had torn open her bottom by stranding on the rocks of the Scottish coast. The hospital ship "Asturias," which had been torpedoed, was saved by the salvage craft pumping out water from the ship at the rate of 12,000 tons an hour. It was the same vessel, "Ranger," that brought up "K-13," sister-ship to the submarine recently lost during maneuvers, to the surface from a depth of sixty-two feet, and so rescued the crew after two and a half days' entombment on the sea bottom. So this one vessel steamed from one disabled vessel to another until she had covered in all 17,000 miles; and, not content with that war record, she did good work after the armistice in raising wrecked British ships that had been sunk in the attacks at Zeebrugge.

That such wonderful results can be accomplished is due to the fact that marine salvage is a highly developed art, requiring special plant and a wide practical experience. If you asked a wrecking expert what were his most helpful appliances he would mention, doubtless, compressed air, the centrifugal pump, and the free use of timber, planking and concrete; but he would also tell you there is no cut and-dried system that can be given general application. In other words, every wrecked ship is a problem in itself. Inventive skill may find methods superior to these, but for the present they control the situation. —Scientific American.

Arbitration is a business, not a moral, proposition. It will grow in favor with the employer in proportion as the employe demonstrates his ability to make the other method the more costly.

Weekly News Letter

Contributed by the American Federation of Labor

British Miners' Grievance

The strike of coal miners in England involves several issues, but the outstanding feature is the attempt of these workers to hold their positions of unified mine control, established by the Government, and national wage standards.

As the result of the miners' strike that started in October of last year, a national wages board was set up. The Government has controlled the price of coal and its distribution, and its plan to turn the mines back to their owners is opposed by the miners, who insist that plans should first be worked out that will stabilize this industry. The miners are fearful for their gains if unrestricted private control is again established.

The railway workers are linked up with the miners and transport workers in a voluntary pact called the triple alliance, but the railway workers are more than sentimentally interested in the miners' cause, as Government control of the railroads is to end next August and their general wages board and other gains will be jeopardized, as is the miners.

The miners are committed to the nationalization of mines and this was indorsed in 1919 by the British Trades Union Congress by a vote of 4,478,000 to 77,000. The Government suggests that the royalty rights of the mines be acquired and that the managements of these properties be unified.

The nationalization demand seems to be a less important point at this time, but the miners' strongest claim for nationalization is that the great inequalities, because of physical conditions, in the mining industry gives low-cost mines the advantage over high-cost mines.

The miners insist that every ounce of coal possible is necessary for the economic life of England and that mine production should be on the basis of low-cost mines aiding those of higher cost, and that this is only possible by nationalization.

The so-called Sankey commission, appointed by the Government, reported in 1919 in favor of nationalization. The Government rejected this recommendation and advanced the plan of securing mine royalty rights. The miners charge that the Government agreed to accept the commission's findings.

At the present time the usual claim of inefficiency is made by the coal owners against the miners, and the latter reply the coal owners, with the consent of the Government, raised the price of export coal to continental Europe to a disgracefully high price in order to reimburse the national treasury. This injured England's export trade, and the home consumer is now called upon to maintain profits and the miner is asked to lower working conditions.

The Elusive Pea Again

Press dispatches from Sharon, Pa., state that the Steel Trust has extended its bonus system to wage earners.

On profits from $100,000,000 to $150,000,000 a bonus of 2 per cent will be given workers; to $200,000,000, 2¼ per cent, and in excess of this amount, 2½ per cent will be distributed.

The scheme appears alluring, but like other gold bricks, it should be investigated.

"Dividing profits" has a brotherly sound, but it means nothing to those who know that the trust retains the power to decide what constitutes profits, and that skilled accountants can pile up the debit side of the ledger to any height desired.

As a rule, wage earners are unacquainted with finance. They know nothing of the intricacies of corporation bookkeeping and the methods employed to conceal extortionate profits.

The Steel Trust maintains various funds which are charged as costs to the industry. These charges include labor, salaries and lawyers' fees without limit, raw material, interest on bonds, Federal and State taxes, depreciation, replacement, etc.

What is left is called profits.

In the trust's depreciation fund vast sums are assigned to replace machinery. Replacement funds are used for the same purpose. The law regulates the amount that can be placed in the depreciation fund, but no limit is placed on net earnings that are shoveled into the replacement fund hole.

Millions of dollars of profits are thus concealed, and the amount may be increased or decreased as suits the purpose of those in control.

Workers who accept the trust's bonus system play with loaded dice, because corporation profits is a matter of figure jugglery in which they have no part and desire none.

Under this system greater production does not mean greater profits (except to the "insiders"), although the worker is led to believe it does.

A morale is necessary for greater production. This spirit can not be developed by bookkeeping systems based on "Now you see it and now you don't."

Statistics can be marshaled in such manner that workers may be silenced, but not convinced. It is folly to believe that cooperation can be developed under these conditions. Right relations between men is not a matter of figures. Harmony is impossible in an atmosphere of doubt.

The workers' longing for social justice will not be stilled by a bonus scheme that is equaled by the shell game and three-card monte man.

It is significant that bonus and similar schemes are always advocated by anti-union employers, whose pretense and deceit are best shown by their so-called "open shop" claims.

An Impudent Claim

The graduate school of business administration, Harvard University, has issued what it declares to be "probably the first dictionary of labor terms as used by organized labor ever published."

The dictionary gives this definition of the "open shop":

"A plant in which both union and non-

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—

38 Trades Hall, Sydney, N. S. W.

49 Clarence Street, Sydney, N. S. W.

1 Crawford Street, Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg, Auckland, N. Z.

Trades Hall, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward Street, Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The Argentine National Department of Labor has announced that henceforth it intends to intervene in conflicts between labor unions and employers to stop strikes, and bring about a settlement. It will officially request that a strike be called off, pending an effort at settlement, either by mediation, conciliation or arbitration, for which the department will supply the machinery.

The percentage of unemployed in Germany compares favorably with that of every other industrial country. Notwithstanding the great growth of trade-union membership and its large average of the working population, the figures given of unemployment in the German unions is far below the average of the United States, Great Britain and other industrial nations.

Unemployment is reaching menacing figures in the United Kingdom. The ministry of labor reports that there are 1,143,000 registered unemployed and the number is increasing. These figures do not include unemployed who have not registered, nor those who are employed only part time. The Government is distributing out-of-work doles but it has evolved no constructive policy.

San Juan, Porto Rico, reports that Island police are adopting their usual bulldozing methods against agricultural workers who are resisting wage cuts by the sugar corporations. Many thousands of these workers are compelled to face the brutality and illegal interference of police. More than 15,000 tobacco workers have resisted wage reductions for three months and have convinced employers of the futility of this move. The factories are being opened with former rates prevailing. Other strikes of minor importance are being waged against wage cuts.

The American Federation of Labor has been requested to urge the United Mine Workers of America to refuse to mine coal for export to Great Britain or for use by English ships during the British coal strike, in a resolution before the executive committee of the Federated Trades and Labor Council at Montreal, Canada. The resolution was referred to the committee at a meeting after a stormy discussion. Some delegates contended the British miners were able to take care of themselves, while others declared that American miners should not act as strike-breakers.

Associated Press dispatches state that workmen engaged in construction of ships in several German seaports have petitioned the German Government to abandon the policy of naming new ships after famous generals in the war or men who won renown for military service before the war. The petition says the principles of democracy are undermined by such glorification of militaristic characters. The unions have threatened to quit work unless the practice ceases. It was this feeling which caused workmen recently to stop the launching of the U-boat cruiser "Tirpitz," named after the German admiral. Protest also was made against the launching of the "Ludendorff" and the "Hindenburg," although the former Field Marshal and Hindenburg still enjoy some popularity with the union workmen employed in the sea trades.

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If you are an American or want to be one, or if you don't know, get Axtell's book and find out what America stands for today. What are you doing to see that equal opportunity to each Citizen of the United States in this great land, is preserved? The Seaman's Act, the Emancipation Act of seamen, a bloodless victory for the organization of workers, freeing more men than the Civil War of 1865 and without bloodshed, is fully explained in this book. Postpaid retail price, $1.00.

Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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REMOVAL NOTICE

Members of the Masters, Mates and Pilots' Association of the Pacific, and shipping interests in general, please take notice that, on and after April 30, 1921, the Headquarters of the Masters, Mates and Pilots of the Pacific will be located at 52 California Street, in place of 62 Steuart Street, San Francisco, Cal. The telephone number will remain the same as present: "Kearny 2034."

W. H. STARK, Sec'y.

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Pacific Coast Marine

The Port of Coos Bay Commission will apply immediately to the Government to have the Government dredge "Michie" work on a troublesome shoal west of the Southern Pacific bridge over Coos Bay, where a number of vessels have hung up recently.

The Dollar ships will carry 100,000,000 feet of lumber from Dollar mills to the Orient during 1921, according to Captain Robert Dollar. He stated that the full output of the Canadian mills at Dollarton on Burrard inlet would be shipped. This will approximate 40,000,000 feet.

Officers and passengers arriving at San Francisco on the Pacific Mail liner "Granite State" said that officials of the Canal Zone had cut the force of employes there 50 per cent. They said that the cut affected every department and was due to economy and an overabundance of office help.

The annual northern cruise of the Coast Guard fleet was initiated with the departure for Puget Sound and adjoining waters of the Eagle boat "Bothwell." She will cruise for a month along the Washington shores looking for Indians who are inclined to seal poaching. Next month she will join the revenue cutters at Unalaska.

The navy submarine mother ship "Rainbow" has sailed for Pearl Harbor with a fleet of "S" subs for station there. Purser Hammam on the "Wilhelmina" said that the placing of eight additional mine sweepers at the Pearl Harbor naval station had been indefinitely postponed because of lack of housing accommodations for the officers and men.

The boilers and engines of the McCormick steam schooner "Klamath," which foundered on the upper California Coast last February during a hurricane, have been salvaged. The boilers are lying on the beach, and efforts will shortly be made to transport them to San Francisco. The engines have been placed on barges, and will also be taken to San Francisco.

The freighter "Point Bonita," operating for the Pacific Mail Steamship Company, which went ashore at Cardon Island, near Corinto, some time ago, has arrived at San Francisco. No damage was suffered by the craft grounding on the sandy beach of the Nicaragua shore. The accident, say mariners, was due to the washing away of a number of buoys in the vicinity.

As meager reports leak out concerning the negotiations now pending for the sale of the army transports "Great Northern" and "Northern Pacific," it is rumored that it is Hawaiian instead of intercoastal interests that are making a bid for the former Hill liners. They are wanted, it is said, for a new line from San Francisco to Honolulu, backed by Hawaiian capital. The liners are now out of commission, one at San Francisco and the other at New York.

Announcement has been made of a change in several rates on the eastbound service of the Pacific Coast-North Atlantic Eastbound Conference. The rate on brass and copper scrap was reduced from $2.50 to $1.50, and a new rate on paste and glue was made, placing these commodities at $2.75 and 90 cents, respectively, in carload lots of a minimum of 24,000 pounds. A limit on the liability for dogs in shipment has been placed at $100.

Development of the cocoanut industry in the Tacoma section is indicated by the report of Collector of Customs Roscoe M. Drumpeller for January, which shows the importation of cocoanut oil and copra amounting to over 6,000,000 pounds—exceeding all other imports on Puget Sound by a large margin. Peanuts also furnished a large part of the tonnage received in sound ports, the shelled goobers running to 1,094,060 pounds. A considerable amount of this product is made into peanut butter in Tacoma factories.

The American steamer "West Kedrone" of the European Pacific line, departed Antwerp April 6, with a large cargo of window glass for San Francisco importers. Glass is in big demand at all California points for building operations, and the cables stated that the Antwerp manufacturers are extremely active. The cargo of the "West Kedrone" amounts to 77,335 cases, totaling 2800 tons, and constitutes a record shipment of foreign window glass to this Coast. Kennedy & Hunter and Company are the local agents for the European Pacific lines.

Every one of the nineteen European members of the crew of the Dutch steamer "Merauke" was stricken by a malignant form of malaria which is infecting the ports of India, it was reported upon the vessel's arrival at San Francisco. No lives were lost on the "Merauke," as the vessel was able to get to sea, and the fever disappeared. Four officers died on the Dutch steamer "Deambi," lying in the same harbor, because so many of the crew were ill at one time that the steamer could not leave port. Five of the "Merauke's" officers were ill at the same time.

There is a heavy demand for steamer accommodations at San Francisco for travel to South and Central American ports. Steamship officials as well as tourist agencies declare that requests are pouring in upon them from all eastern points. The officials of the T. K. K. have announced that they were adding three steamers to the South American trade. The first to arrive will be the "Rakuyo Maru," on her maiden voyage. She will be followed by the liners "Ginyo Maru" and the "Bokuyo." While all three are of the freighter type, they have accommodations for 100 first-class passengers apiece.

To chart the waters around Cape Mendocino, the Coast and Geodetic Survey steamer "Lydonia" is operating from Eureka in charge of Captain E. H. Pagenhart. Although Eureka harbor is well mapped, few soundings have been made around Cape Mendocino. P. A. Perrin, hydrographic and geodetic engineer of the Coast and Geodetic Survey, passed through San Francisco en route from Washington to Manila, where he will pass some time charting the waters of the Philippines. The Survey maintains one vessel in Philippine waters, and the Island Government four survey ships.

A fast run of four days from Bellingham to San Pedro was made by the big motorship "Kennecott." The vessel carried a shipment of more than 4,000,000 feet of lumber—a record cargo. The vessel sailed from the North on April 3 and made the 1200-mile run with her record shipment in an average running time of 300 miles a day. According to advices received by the marine department of the Chamber of Commerce, the builders and owners of the craft watched the movements of the vessel with keen interest, as it is reported that a new type of Diesel engine was installed when the motorship was built. The "Kennecott" is a vessel of 2200 tons and was launched January 6 last for the Alaska Steamship Company, according to records.

According to officials of the United States Shipping Board, the steamer "Colin H. Livingstone," operated by the United States Transport Company, in which Charles W. Morse is interested, and which is en route from New York to Pacific Coast ports to inaugurate a new service, is having her troubles on the maiden trip. The Shipping Board has announced withdrawal of credit from the fleet of ships operated by the transport company, since the operating concern determined to engage in Coastwise trade with Shipping Board vessels, against the policy of the board. The fight started when the Morse interests obtained an injunction in the courts of Virginia restraining the Shipping Board from interfering with its fleet. The Shipping Board countered with the announcement that it held record title to the ships of the fleet and would not permit prior liens or claims against the vessels. In effect, therefore, the operators are without the backing of the board. The steamers of the fleet consist of the "Vanada," "H. F. Morse," "E. A. Morse," "Clemence C. Morse," "Jennie R. Morse," "Anna E. Morse" and "Colin H. Livingstone." The last named ship is due to reach this Coast during the present month, but is said to have encountered legal difficulties arising out of the controversy in her various ports of call.

With buoyancy characterizing the freight market and with a startling up-turn just recorded in the charter market, a situation has arisen which would be amusing were it not so pregnant of disaster. A number of shipping men who have always preached the slump now refuse to see the counter-action, and are making bear raids on the bull market. Not only are they exerting their personal influence in the way of pessimism, but they are also holding back the business interests they represent. The more pronounced has become the recovery, the more outspoken they are in knocking the outlook. They willingly admit that rates are very low, but deny that more tonnage is offering, in the face of the fact that many vessels have rejected freight within the last week or so. One shipping man went so far as to say that high rates make business and low rates kill it, forgetting the fundamental economic law that low transportation charges always encourage distribution. Since the new Oriental rates have gone in effect, this trade has shown signs of rapid recovery. Despite all the evil predictions for the intercoastal trade, steamers are carrying full cargoes in almost all instances, and it is known that companies now in this run are planning expansions. The rise in the grain rates to the United Kingdom from 55 to 70 shillings featured the charter market. On the heels of this news it became known that the manager of the East Asiatic Company had closed for practically a full cargo on the motorship "Indien" at the old rate, with 60-shilling option for two ports on the Mediterranean. This bear charter, it will be noted, was made on a bull market.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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(Continued on Page 11)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

UNION LABEL PRINTING TRADES LABOR COUNCIL SAN FRANCISCO

WEDNESDAY, APRIL 13, 1921.

UNEMPLOYMENT

At the present time every commercial nation is confronted with unemployment. The problem has become serious as well as international, therefore worthy of investigation.

Unemployment is a creature of competition in industry; it is the result of faulty regulation, therefore like the industries affected easily becomes world wide. In normal periods it is usually a local or national evil, constantly growing more acute as the more frequent recurring industrial depressions strike us. Without considering the abnormal situation created by disturbances in our commercial and industrial circles, due to the late world war, the usual cause and effect of acute employment calls for a discussion of all the ramifications of this evil, and what could be accomplished under our present commercial system in the manner of prevention or remedy. In dealing with the subject, cause, effect and cure should be considered from the practical, rather than theoretical standpoint.

In certain instances the causes may be found in the individuals, but usually they are circumstantial; they are general and specific. Some of the general causes are: business depressions resulting from faulty regulation of industries; long hours of labor performed by individuals, not shortened in proportion to the adoption of labor-saving appliances and machinery; exploitation of children; waste, monopoly, and locking up of natural resources, such as lands, timber, coal, minerals, etc., and the general unrest of the toilers due to unjust exploitation and unbearable conditions.

The specific causes apply more in a local way and to the individual. Favorable climatic conditions in a certain section will frequently invite and draw homeless wanderers and invalids from many other places, thereby overpopulating the locality to which the migration centers. Industries operating upon a seasonal basis frequently leave large armies of workers unemployed, at least temporarily, at the close of the season.

On the Pacific Coast our geographical position tends to influence the situation. Being on the extreme Western edge, between the Occident and the Orient, with the course of migration setting westward, there is no further outlet to the migratory workers and they are compelled to turn face about or wander up and down the coastal States. A very pronounced cause of unemployment is the continuous turnover, which is mainly due to general unrest of unskilled or common labor, brought about through enforced competition with Asiatic standards and the resulting degredation of the individuals. Hostility of arrogant employers towards organizations of the workers and their desire to keep at hand a plentiful supply of labor is frequently the means of disconnecting the machinery necessary to the operation of interlocking industries.

The effects of unemployment become immediately apparent, one of the first visible signs is the movement towards large industrial centers, where vast armies of workers congregate in efforts to obtain work. During such times of depression the distribution and redistribution of the individuals fails entirely, thereby accentuating the difficulties.

It is not only the submerged who are affected by these periods of depression, but often the severest suffering falls upon those who are satisfied to be termed the middle-classes, the small business and professional men. These are often the most unfortunately situated. Lacking the defense of organization which alleviates the conditions of those engaged in such crafts as maintain protective associations, they receive the full effect of calamity. Oftentimes it is necessary for such individuals to keep up appearances, and they are compelled to struggle to the last before accepting such pauper tainted expedients which are brought into operation as temporary relief. Public works, free soup kitchens, specially provided activities, or even unemployed insurance are powerless to prevent or remedy the evils of faulty regulation of industry. The prevention lies within the power of the great mass of toilers. Financial chiefs and captains of industry have been permitted to operate, without check or correction, a system that must inevitably result in severe suffering to the masses. Regulation of industry must be placed and kept under control of the workers before the faults will be eliminated; where profit is the main consideration there can be no hope of perfection.

Long periods of unemployment are often reflected in the character of individual victims. An impaired efficiency, carelessness, lack of initiative or ambition, and several other detrimental traits are formed during periods of enforced idleness. Even as individual members of society are degraded by the external circumstances of industrial depression, the community is injured by the collapse of physical and moral standards and by increase in crime and criminals.

A remedy for the evil is imperative, and it cannot be found among the many palliative measures used from time to time. A better understanding between the classes and the masses is an impossible dream. A public conscience is slow to assume its obligations. Minimum wage, welfare, educational and child-labor laws have resulted from sporadic mass action of the workers; but they are only at best palliative. The efforts towards more efficient methods of labor distribution, provisions for transportation, etc., are only makeshifts and neither preventive or remedial. Those captains of industry who hold the reins of control have always blindly opposed any suggestion relative to regulation of output; they will be compelled to meet that situation at some future date because the toilers themselves will do the regulating. They will not only regulate the output, but distribution and consumption of same. The unscientific methods of the present will be replaced in line with natural progress. Not only output from mill, mine or factory needs a more scientific regulation, but the nature and size of packages, for comfortable handling is an urgent necessity. When the workers have something to say as to the conditions of their labor they will see that the tasks are not unnecessarily severe. Such evil practices as putting up cement and like dusty material in bags; saltpetre, ore, etc., in packages of 200 pounds or more; wheat, coffee and other commodities in containers which demand the utmost exertions of the most physically fit to handle must be changed.

Undoubtedly one of the best solutions of the problem of unemployment is active participation of workers in the management of industry.

CHILDREN'S CONFIDENCE ABUSED

The State Federation of Teachers are accomplishing some highly constructive work, and they continue to protect the schools of California from corruption and the influences of insidious machinations. Their patriotic efforts to combat the latter evil is being made manifest every day.

As a warning to parents, they have directed public attention to the following, which appeared in a recent issue of the Oakland Tribune:

To the Editor of the Tribune:

The attention of the parents of school children in San Francisco was recently called to the fact that politicians were making the public schools the kindergarten of politics, "Buy Spring Valley (Water Bonds)" being the slogan.

Here is a surprise for the fathers and mothers of Berkeley. Someone in the school department with authority is inaugurating a "spy system." This week the children were handed a printed questionnaire entitled, "What do you do with your Spare Time?" or words to that effect. A series of about fifty questions were asked, nearly every question being of a personal character and largely about the children's parents. For instance, "What is your father's business?" "How does he spend his spare time?" "How much money does he give you to spend?" "How much of his spare time does he give to you?" "What does he do Sundays?" "Does your mother hire help or does she do her own housework?" "What books does she read?"

The children were informed that the information would be held as confidential! (Can you beat it?) Also they were not permitted to bring these questionnaires home to their parents. Why?

I myself am at a loss to understand why the co-operation of the parents is not desirable in a matter in which they are principally concerned. . . . Possibly the school department would not object to sending one of its questionnaire forms to the editor of the Tribune for perusal. H. W. D.

Berkeley, March 19.

In commenting upon the foregoing, the Federation states that:

"With the evident desire to secure such information regarding the home condition

of the children as will enable the school to better meet community needs, no socially-minded person can quarrel. When, however, without a special mandate from the people, a public official assumes the right to ask a boy to furnish a written record as to just what books his mother reads and just how his father spends his spare time and his Sundays, the cherished Anglo-Saxon ideal of individual liberty is seriously menaced by the development of a system closely akin to Prussian paternalism or Czarist espionage. To insist that such a report be made before obtaining the parents' consent is infinitely more despotic than to raid their homes without a search warrant. The inquiry as to the father's Sunday work sounds like probing into the religious convictions of American citizens who believe in the absolute religious freedom guaranted to them by the Constitution of their country.

"But the political aspect of the whole procedure is far less dangerous than its moral and social consequences. The method which 'H. W. D.' says was used to obtain the information desired was more than unethical; it was unprofessional, high-handed and unsocial. In requiring the child to give out information regarding his parents' private life without consulting them, the school authority in reality required him to abuse the confidential family relationships on which all social stability rests. To bribe him to write down such information by promising him that his statements would be treated as 'confidential' came dangerously near to just the kind of sneakish procedure against which it is the primary function of the Berkeley schools to fortify him. In order that the parents of Berkeley may determine Superintendent Wilson's fitness as director of the educational training of their children, is he prepared to concede their right to require his daughter to submit to them, without his consent, a written statement as to what books **he** reads and how he spends every hour of **his** spare time?

"In the cloud there is some light. School authorities that have money to spend in printing such a questionnaire will doubtless raise the salaries of their teachers to a respectable figure, without having to repeat the appeal made to the teachers last October to donate about $5 each toward a fund for distribution among persons who agreed to purchase at par Berkeley school bonds quoted in the market at a discount. Again, some Berkeley parents have no pin-money for their children, some Berkeley Children can't tell just wwhere or how their parents spend their spare time! Should the child also mention topics of his elders' conversation?"

With full appreciation for interest taken in the JOURNAL by all members of the International Union, we desire at this time to express thanks to our comrades on the Atlantic and Gulf coasts for their special efforts in our behalf. The correspondence forwarded has been of real live interest to organized seamen, and was selected with rare judgment. Such efforts reveal the true union spirit and must inevitably result in benefit to the JOURNAL, the organization and the membership thereof.

Always demand the Union Label!

SEAMEN'S ACT PROTECTS

The following copy of opinion of Judge Meyer is of interest to seamen, and can be considered as quite a little victory at law, inasmuch as it sustains one of the protective features of the Seamen's Act.

City Court of the City of New York. Harry M. Rogers, Plaintiff, against Standard Oil Company of New Jersey. Silas B. Axtell, Attorney for Plaintiff. Messrs. Kirlin, Woolsey, Hickox, Campbell & Keating, Attornys for Defendant, Vernon S. Jones, of Counsel. Meyer, J.

This is a motion for judgment on the pleadings. The plaintiff was employed on one of the defendant's steamships, viz, the "Baton Rouge," as chief steward. While the vessel was in the vicinity of Havana, Cuba, he was assaulted by the chief officer, as a result of which he sustained severe personal injuries. It is also alleged that the assault was committed by the officer while in the performance of his duties as chief officer. Prior to March 4, 1915, a master of a vessel was deemed to be a fellowservant of a seaman while upon the high seas (Gabrielson v. Waydell, 135 N. Y., 1). On March 4, 1915, a new Seamen's Act was passed by Congress, Section 20 of which reads as follows:

> "That in any suit to recover damages for any injury sustained on board vessel or in its service seamen having command shall not be held to be fellow servants with those under their authority."

During the same year, Chapter 153, Section 9 of the law was again amended (Sec. 8391 of the United States Compiled Statutes, 1916, Vol. 7) to read as follows:

> "Flogging and all other forms of corporal punishment are hereby prohibited on board of any vessel, and no form of corporal punishment on board of any vessel shall be deemed justifiable. * * * Any failure on the part of such master to use due diligence to comply herewith, which failure shall result in the escape of such officer, shall render the master or vessel or the owner of the vessel liable in damages for such flogging or corporal punishment to the person illegally punished by such officer."

From this it will be seen that the Gabrielson case no longer has any application. At the time it was decided, there was grave disagreement among the members of the court upon the proposition as to whether the master was a fellow servant with the seaman. This difference of opinion has now been disposed of by the definite language of the statute quoted above, and the right of a seaman to recover from the owner of a vessel has now also been definitely disposed of by statute. For these reasons the motion for judgment on the pleadings must be denied, with $10 costs. Order signed.

LABOR FIGHTS INJUNCTION

Organized labor at New York is concentrating its forces for a supreme fight against use of injunctions by employers in labor troubles. The executive committee of the Central Trades and Labor Council, representing approximately 800,000 union workers, at a conference addressed by Samuel Gompers, recently decided to support the movement to fight in the courts against issuance of injunctions forbidding picketing.

Next to the family, the trade union is the highest exemplification of the gregarious instinct.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., April 11, 1921.

Regular weekly meeting came to order at 7 p. m., C. A. Wamser presiding. Secretary reported shipping dull. Full Shipwreck Benefit was paid to the members of the crew of the S. S. "Governor."

ED. ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED. ROSENBERG,
Secretary pro tem.

Vancouver, B. C., April 4, 1921.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, April 4, 1921.
Shipping dull; prospects medium.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, April 4, 1921.
Shipping dull. Full Shipwreck Benefit was paid to the members of the crew of the S. S. "Governor."
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, April 4, 1921.
Shipping very dull; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, April 4, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, April 4, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, March 28, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., April 6, 1921.

Shipping medium. The full Shipwreck Benefit was awarded to thirty-eight members wrecked on the S. S. "Governor."

EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, March 30, 1921.
Shipping dull; members ashore plentiful.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, March 30, 1921.
Shipping fair.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, March 30, 1921.
Shipping fair.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

High rail rates on shingles from the Northwest to the Atlantic Coast have given the intercoastal steamships a chance to cut into that profitable line. The rail rate from Portland to Boston is $1.50 a hundred pounds; the water rate is only 75 cents. Movement of around 2000 tons this month was expected. The steamer "Willhilo" was expected to load several hundred tons of shingles this week at Vancouver should the vessel reach that port. The steamer "Katrina Luckenbach" has contracted space for about 500 tons, and the "Bessie Dollar" will take 750 tons, both to Boston. Shipping men at the Merchants' Exchange expressed the opinion the movement on shingles would be one of the largest items in the east bound intercoastal trade for the next few months.

It was reported in shipping circles recently that the bark "Hesperian," of the Rolph Navigation and Coal Company, had been chartered to load grain at the Columbia river for the United Kingdom at 60 shillings a ton.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

ESSENCE OF REACTION

In the JOURNAL issue of March 23, under the caption, "Pickets Declared Illegal," there appeared an article containing certain judicial comment at a hearing on the application of Schwartz & Jaffee, Inc., for an injunction to restrain the Amalgamated Clothing Workers of America from interfering with the workers of the company.

At that time Justice C. Van Siclen of the Supreme Court in Brooklyn expressed the opinion that there can be no lawful picketing. He said: "To my mind there can be no lawful picketing, because if it is lawful picketing it can be of no use to the union. The purpose of picketing is interference one way or another. The only reason human beings do it is to try to injure someone." He stated further that: "I imagine the workers will find difficulty in getting work. The worm is turning again. The trouble with the employers is, apparently, the workers can't work if they belong to a union."

Perusal of the following from a New York paper will prove that the exhibition of anti-labor prejudice was not of passing moment, but that the reactionary ideas are ingrained:

Injunction Granted

"Supreme Court Justice Van Siclen, in Brooklyn recently, issued a temporary injunction to Schwartz & Jaffee, Inc., clothing manufacturers at the Bush Terminal, restraining the Amalgamated Clothing Workers of America from acts of intimidation, including picketing, which would interfere with the company's business. The court found from affidavits presented that picketing as practiced was wholly illegal 'and should be suppressed.' There has been a strike at the plant since last December.

"As practically the same state of facts existed in the case of Samuel W. Peck & Co., large clothing manufacturers, in Williamsburg, Justice Van Siclen granted a temporary injunction to that concern, also against the Amalgamated. Both firms are seeking heavy damages from the union.

"The union denied responsibility for violence attributed to pickets and others, charged 'lock out' and asserted an attempt on the part of the plaintiff to destroy the Amalgamated.

"In his decision Justice Van Siclen said that from 1914 labor had forced conditions upon capital which were oppressive. 'Now, and perhaps for a few years to come, the pendulum swing will be on the side of capital, which in turn will force upon labor contracts equally oppressive and exclusive as to union or organized workers. It will be seen that at no time is there what may be termed the true open shop.'

"A peculiar slant of the whole situation is that the worker of today may become the master of tomorrow; from the radical to the conservative by mere change of circumstance and position. Nevertheless, there will be no change of relationship. When capital has the upper hand it will continue to grind down labor, and when labor is in the ascendant it will in turn continue to harass, cheat and seek to either control or destroy capital. Neither at any time is willing to give the quid pro quo, and the never ceasing conflict goes on.

"There can be no real solution of the problem, as old as our civilization, unless the foundation therefor is established by law. Labor, labor unions, or organized labor have their place and use. Capital and organization thereof, likewise. But both must be made to know and to keep their respective proper places and use by law, to change only by the ever fluctuating force of supply and demand. Such a medium would prevent both extreme conservatism or autocracy and extreme radicalism or Sovietism."

In view of the fact that the powers of the judiciary are continually increasing, the prejudice displayed by Justice Van Siclen reveals a danger which threatens our constitutional rights and personal liberties. In this case there is no mincing of words or fine platitudes. The Justice says: "When capital has the upper hand it will continue to grind down labor, and when labor is in the ascendant it will in turn continue to harass, cheat and seek to either control or destroy capital."

Such servitude to despotism has seldom been given expression from the Bench. The cold-blooded remark that, "Now and perhaps for a few years to come, the pendulum swing will be on the side of capital, which in turn will force upon labor contracts equally oppressive and exclusive as to union or organized workers," reveals the extent to which unions are at a disadvantage in such a court of equity.

Pan-American Brotherhood

Dispatches from Buenos Aires under date of April 2 stated that the port workers had refused to discharge and reload the American steamship "Martha Washington," and later dispatches reveal the fact that the Port Workers' Union will refuse to permit any Munson Line steamer to discharge its cargo at Buenos Aires unless the line accedes to its demands.

Officials of the Munson line refused to consider certain demands of the firemen on the "Martha Washington," which resulted from the shooting of a fireman by a ship's officer. One of the demands was that the captain pay off any Spanish firemen who desired to leave the ship. The men alleged that they were the victims of brutal treatment during the voyage, and the Port Workers' Union struck in sympathy with the ship's firemen. The company objected, holding that any question of bad treatment could be referred only to the United States Consul, since the firemen had signed for the voyage in New York, and the contentions of the company were sustained by the American Consul General who refused to receive a delegation of port workers, saying he would deal only with the firemen and the steamer's captain.

Irrespective of what may have been the circumstances which were responsible for the situation, and leaving aside any consideration of detail in the matter, the fact is strikingly apparent that members of the Port Workers' Union at Buenos Aires are imbued with a spirit of concern for their fellow workers which must inevitably result in closer relations and better understanding between themselves and all seamen sailing to and from that port.

Effective Fire Drill

When the Furness Line steamship "Guiana" recently arrived in New York from the West Indies, the passengers were loud in their praise of the vessel's crew for the manner in which they put out a serious fire in the hold of the steamer while lying at St. Kitts, West Indies. A purse of $500 was made up for the crew as a mark of appreciation.

The "Guiana" had stopped at the small fishing island about 7 o'clock in the evening, while the passengers were dining, when the fire was reported in the second hold forward. In a few minutes the ventilators from the hold, which contained several hundred barrels of Trinidad asphalt and five hundred sacks of cocoa beans, were belching forth thick clouds of smoke.

Captain Carmichael quickly sent the sixty cabin and thirty-two steerage passengers ashore, then he and Chief Engineer George Mosely and crew fought and subdued the flames with live steam.

Freight Rates Aviate

Following a meeting of representatives of all the principal shipping companies operating from New York, announcement has been made that ocean freight rates will be advanced immediately. It is stated that an agreement has been reached which ends the rate cutting war that has been in effect several months. All classes of freight will be affected by the increases, which range in a few instances as high as 300 per cent.

A wireless message received at New York reported that the American schooner "Conniocliffe," bound from Mobile for Arecibo, Porto Rico, has been destroyed by fire. The crew were rescued from the burning vessel by the British steamer "Parthencia."

BRUTES MUST SERVE SENTENCE

Following the affirmation of their convictions for mistreating members of the crew of the sailing ship "Puaka" by the Appellate Court in the Federal District, Captain Adolph C. Pedersen, the skipper, and his two sons, Leonard and Adolph E., surrendered to the United States Marshal and began serving prison sentences.

The elder Pedersen was taken to Atlanta to serve eighteen months, while his two sons will serve sentences of six months each in the Essex county prison in Newark. The period of three months which the prisoners spent in the Tombs before their trials will be deducted from their sentences.

The prisoners were convicted at New York in September, 1919, of continuous

brutality towards their crew on a voyage from the Pacific Coast to South Africa. Captain Adolph C. Pedersen was generally known as "Hell-fire Pedersen," and he, with his two sons serving as mates aboard the "Puaka," made every effort to sustain a "hard case" reputation. A brief review of the case by Comrade P. B. Gill was contained in the JOURNAL issue of October 8, 1919.

AUSTRALIAN LABOR LAWS FAIL

By John P. Frey

Australia was the first country to establish compulsory arbitration. It was the first to declare all strikes illegal, and provide heavy penalties for violations of the law.

Since Lloyd wrote his famous work, "Australia, the Country Without Strikes," many years ago, the Australian method has been held up as an illustration of what can be accomplished through the operation of a law which provided for compulsory labor and compulsory adjustment of labor disputes.

For many years the Australian unions have made bitter complaints against this law, and time and again have gone on strike in violation of its provisions. The country's premier and its leading statesmen have time and again made the statement in the United States and in European countries that the law did not prevent strikes. All of this evidence, however, failed to dampen the ardor of those who were endeavoring to force similar legislation in the United States and Canada.

Australia is the country which has had more experience with this form of legislation and with the system, which is provided for the adjusting of industrial disputes, than any other. If experience is of any value in guiding men, then the experience in Australia should be borne in mind by those who are advocating, as in Kansas, legislation which prevents men from going on strike when, for any reason, the conditions of labor become intolerable.

Australia, after over twenty years' experience, has discovered and admitted that its law is not sound; that not only has the law failed to prevent strikes, but that the efforts to apply the law have established a condition which menaced the welfare of Australian industry, and the rights of its citizens. And so the Australian Arbitration Act has been amended. The amendments to the law are contained in the December, 1919, report of the Industrial Gazette of the Department of Labor and Industry for New South Wales. We quote from the report in part:

"An important effect of the Act is the amendment of the law with regard to strikes by a modification of the principle of repression expressed in the original Act. The law, as it stands, does not impose an absolute prohibition of strikes except in the case of employes of the Crown, but maintains an important distinction between strikes which are legal and those which are illegal, for the latter of which substantial penalties are provided. The purpose of the restrictions which the Act imposes upon strikes is to prevent an unreasonable cessation of work, and to this end a strike is declared to be illegal unless the following precedent conditions are observed:

"1. In the case of employes working under an award or industrial agreement, a secret ballot is taken and as the result the union determines that the award, or agreement is no longer binding on its members.

"2. Fourteen days' notice is given to the Minister of intentions to commence a strike, or of the existence of conditions likely to lead to the same."

These amendments to the law establish a most radical change, for, although reservations are provided for, these reservations are of such character as to permit much wider freedom of action. They restore the workers' previous right to go on strike, with but slight limitation, whenever in their opinion such an act is justified.

The amendment to the Australian law is a complete surrender of the principle of compulsory arbitration and the compulsory labor which existed under that law. In a clear, definite, emphatic manner it sustains the principle that men must have the right to quit work whenever conditions of labor become intolerable, or whenever the workers feel that they are justified in taking this step in their own interest. The experiment in compulsory labor has been a long, and, in some respects, a costly one, but the lesson has been learned at least in Australia. Compulsory labor has been discarded, it has proved to be a huge mistake. It cannot exist among free people. Democracy and compulsory arbitration and compulsory labor cannot continue to exist side by side. One or the other must surrender.

OCEAN'S BURIED TREASURES

In addition to the vast amount of wealth which was sent to "Davy Jones' Locker" during the late war, there are several great fortunes awaiting discovery and salvage.

From various records it seems more than probable that at least a billion dollars of treasure in the shape of coin, ingots and plate lies buried under the sea or on islands where pirates have secreted their booty.

The flagship "Forentia," of the Spanish Armada, sank in Tobermory bay, off the west coast of Scotland, in 1588, loaded with $15,000,000 in gold.

The Spanish galleons scuttled in Vigo bay to avoid capture by the British in 1702, were laden with gold, silver and precious stones estimated as being worth $140,000,000—the harvest of four years of looting in rich Mexico.

Benito Bonito, last of the great pirates, buried $60,000,000 loot on Cocos island, an insignificant dot of land sixteen miles square, 300 miles west of Panama. Eighteen expeditions have tried to find this treasure, but without success.

On Alboran island, a lonely rock in the Mediterranean, lies $5,000,000 in gold buried by a pirate crew of the "Young Constitution," when chased and cornered by a British gunboat in 1831.

The "Black Prince," a British ship loaded with $3,000,000 in gold to pay the British soldiers, was sunk by Russian gunfire at Sebastopol.

The East Indiaman "Grosvenor" went down off St. John's Cape Colony, with $5,000,000 aboard.

On the island of Mauritius is buried somewhere $150,000,000 in gold, silver and precious stones, pirate loot from the French and English ships which in turn had looted India.

On a little island in the Spanish Main lies $1,200,000 in gold buried by the French pirate Latrobe one hundred years ago, and another treasure estimated at $6,000,000 is buried near by.

A pirate hoard of $5,000,000 lies on an island in the Gulf of St. Lawrence.

Seventy Turkish vessels were sunk in the famous sea fight of Navarino in October, 1827, by the Anglo-French-Russian fleet. They carried $5,000,000 among them.

"Oom Paul" Kruger had something like $4,000,000 when he had to flee from South Africa. Some declare it was lost in the wreck of the "Zululand" in Delagoa bay; others say it is buried in the fastness of the Transvaal mountains.

Lying 110 feet below the surface of Lake Naomi are two galleys belonging to the Roman emperors Tiberius and Caligula, which contain gold, jewels and art treasures worth at least $5,000,000.

Three Spanish ships sunk by Admiral Blake off Cadiz, Spain, hold $5,000,000 in gold.

The Spanish treasure ships foundered in Santa Cruz bay, Canary islands, contained $10,000,000.

On West Indian islands lies $5,000,000 buried by the daring Captain Kidd, most notorious of all pirates.

The $2,000,000 hoard of Captain Melville, Australian bushwhacker, is hidden somewhere in the bush of Australia.

The treasures and loot of Attila, the Hun, $50,000,000 in all, lie buried somewhere under the waters of the River Danube.

BRITAIN'S FOOD SUPPLY

According to figures given by the British Minister of Agriculture, the estimated consumption in the United Kingdom of various essential commodities with the proportions which were produced in the country and imported during the year 1920 are as follows:

Commodities	Estimated consumption in 1920. Totals. Tons.	Home produced. Per cent.	Imported. Per cent.
Wheat	6,715,000	18	82
Barley	1,950,000	62	38
Oats	3,364,000	86	14
Beef and veal	1,140,000	59	41
Mutton and lamb	520,000	35	65
Bacon and hams	374,000	28	72
Butter	196,000	60	40
Cheese	178,000	26	74

The foregoing figures are enlightening when considered in connection with the situation prevailing during the year 1920. Under normal conditions, home production of the eight essentials might easily reverse the percentage figures which show in the aggregate, according to the tables, a percentage for home production of 46¾ per cent and for importation 53¼ per cent. How much improvement in favor of internal production could be made under the exacting demands of necessity is problematical; but figures to hand prove the assertion, that Britain could be starved in a few weeks—in the event of curtailment of outside food supply—to be open to question.

WASHINGTON LETTER

(By Laurence Todd)

Profits Versus Wages

Conferences between President Harding and Chairman Clark of the Interstate Commerce Commission, and Chairman Barton of the Railroad Labor Board, have followed the lines drawn for them by the meeting of railroad executives in New York. The President has become alarmed at the desperate financial condition of the private companies controlling transportation in the United States, and is now taking advice as to whether he shall come out openly to urge the organized railroad workers to accept a drastic reduction in wages.

Mr. Harding shrinks from telling the railroad workers what he thinks—that when it comes to a question of the survival of the American standard of living or the profits of the railroad stockholders, the standard of living for the wage-workers must give way. But his Cabinet tells him that he must be resolute. If the railroad companies are not sustained today, the steel corporations and the coal operators may be brought to grief tomorrow by this hungry horde of union men and women. His hope of playing the role of a conciliator of labor with capital is fading.

Railroad Operations Wasteful

The alternative to a wage decrease, in restoring the railroads to a profit-paying basis, is more efficient operation. The railroad workers say that the present method of competitive private operation is primarily wasteful. They declare for democratic operation under the Plumb Plan. Harding and his advisers are hostile to democratic operation of any industry. They are loyal to the Esch-Cummins Act, even while their actions prove that they know that law to have been wrong in principle, and a failure in actual operation. They have learned nothing from the rapid disintegration of railroad finance in the past year. They stick to their old habit of blaming all unfavorable changes in business conditions to the high wages of organized labor.

It is evident that the Interstate Commerce Commission raised the freight rates too high, last summer, for the American farmer and small manufacturer to pay. Business has been cut off The railroads have ceased to act as the matter-of-course outlet of production. The producer must now consider whether he can afford to use the railway at all. Chairman Clark of the Interstate Commerce Commission would probably be glad to see the rates reduced. He would see them reduced, even at the expense of the railroad workers.

Workers Resist Wage Cuts

Thus far there appears no chance that the railroad workers will accept a wage cut, even if the Railroad Labor Board shall declare one to be necessary. They have shown the board that their present wages are insufficient, and that there is no economic need on the part of the shippers which would justify a further reduction of the margin of economic safety of the [illegible] railroad workers. They [illegible] p.

Meantime a similar problem is facing the postal employes, due to the fact that the Postoffice Department had a deficit of over $25,000,000 in the first quarter of the present fiscal year, and will presumably have a deficit of $100,000,000 for the twelve months ending June 30, 1921.

Are their wages to be cut by Congress, in order to make up the deficit, or will Congress and the Postmaster-General change the rates to be paid by the public for the use of the mail service? The parcel post division, for example, is carrying express at from one-half to one-fifth of the commercial express rates, and is operating at a heavy deficit. Shall parcel post rates be increased? First-class letter mail is just about breaking even between cost and revenue. Shall the rate on letters be increased, as was the case during the war?

If wages are to be maintained at the existing low level in the Postoffice Department, then Congress will have to increase the postal charges or vote a direct subsidy from the Treasury. The politicians who were elected to Congress last November will not adopt that alternative. They will hesitate at increasing postal charges. They will be inclined to try to force upon the postal workers a sharp reduction in pay. Burlesonism will have triumphed, even when Burleson has gone.

Fire Fighters Organize

One of the public-service groups which was the lastest to come into the trade-union fold, but which is now growing steadily, is the city firemen's organization—the International Association of Fire Fighters, with headquarters here. They have 25,000 members and, in spite of the opposition of the old political gangs in most of the cities, they now have the support of clean citizens in their program of reform of the fire-fighting system. The three-platoon plan is taking the place of the old two-platoon arrangement, and the union is now installing its own life insurance system to reduce the dependence of the men upon local aid. Six thousand of the members have enrolled in the insurance plan during the past month.

Fred W. Baer, the international president, who has just returned from Cleveland, Ohio, where the city politicians are fighting the union, reports that 90 per cent of the 700 men in the service there now hold union cards, and the union is gaining in strength under the attacks made by Director Sprosty of the Department of Public Safety. The union recently caused the conviction of Sprosty on charges of non-enforcement of the three-platoon ordinance, and he was sentenced to serve ten days in jail and pay a fine of $500. The higher court reversed this verdict, but the prosecution has appealed to the State Supreme Court.

Technical Men Restless

President Rosemund of the International Federation of Technical Engineers, Architects and Draftmen's Unions, announces their annual convention here, beginning April 12. They will discuss a wage scale, the "open shop" drive, and group insurance.

"The technical men of the railroads," said Rosemund, "have found that the older engineering societies which admit both employer and employe cannot consistently protect their material welfare. To provide decent wages and working conditions, they will have to adopt the tactics of the trade-union movement. The wage award of the Railroad Wage Board completely ignored the technical group; and as a result we are receiving numerous inquiries from these employes."

While the railroad and postal workers are struggling against a lowering of their standard of living, the workers in the Government arsenals and navy yards and shops are warned that their turn will come next. President Alifas of District 44, of the International Association of Machinists, covering Government plants, and Secretary Berres of the Metal Trades Department of the A. F. of L., have jointly appealed to Secretary of War Weeks against the order issued by the Chief of Ordnance that there be made an immediate survey of wage rates in the vicinity of various arsenals, with a view of readjusting arsenal wages.

Congress cut off a bonus payment of $240 a year for these employes, beginning next July, and last January there were a number of reductions in pay in several arsenals. Moreover, when the men tried to get a raise in pay, last year, President Wilson refused it on the ground that he did not want to influence the larger issue of an increase in railroad wages by setting an example in Government service. He made the same argument with reference to the miners' wage demands.

Protest has been made by Alifas, also, against the anti-union propaganda which some of the more reactionary army officers have ventured upon, since the change of administration. In a letter to Senator Lodge, Alifas quotes a Boston paper which printed an account of a speech by Col. T. C. Dickson, commandant of the Watertown arsenal, wherein Dickson is represented as saying:

"The Secretary of Labor was the labor lord during the war. He was a union member and carried a union card. On practically all labor boards and commissions you did not find representatives of labor, but American Federation officials or people tainted with socialistic views. Is it, therefore, any wonder that the A. F. of L. got what it wanted during the war? Is it any wonder the taxpayers sweat because they must go on paying heavy taxes because of the advantages taken by labor during the war?"

Dickson wants a general conscription of labor for the next war.

In reply, Secretary Davison of the International Association of Machinists, wants to know why the Watertown arsenal could not have been run by a civilian—even a cripple—while soldiers were so badly needed in France. He suggests that President Harding will get better results in bringing labor and capital into an understanding, if firebrands such as Dickson are put under restraint.

NOTED DANE TO EXPLORE

The announcement has just been made that Knud Rasmussen, the explorer, will head an expedition which will leave Denmark this year for the North American Arctic Archipelago to investigate the life and conditions of the Eskimos, and to complete the survey of Baffins Land and adjacent territory. The Danish Government will contribute 100,000 kroner to the support of the expedition, which will leave Copenhagen on board the motorship "Solkongen," and will remain in the field about two years.

GERMANY'S ARGENTINE TRADE

The Director of the German-Argentinian Central Association in Berlin, Mr. Albert Fröhlich, is quoted, regarding the prospects of Germany to regain its trade with Argentine, as follows:

"In the last normal year of peace, 1913, German imports into Argentine had a value of 71,300,000 gold pesos; that is, 16.9 per cent, or about one-sixth of the country's total imports, comprising the most varied articles of export, such as iron and steel manufactures, locomotives, machinery of all kinds, household and cooking utensils, textiles, all products of the electrical industry, furniture, pianos, toys, ornaments, watches, chemical and pharmaceutical goods, etc. The Solingen district had a large share of the imports of small iron and steel goods before the war, and has already made a good start toward regaining its former place. German manufacturers, moreover, will be able to regain much of the territory interested in the importation of thrashing machines, motor plows, grinding mills, etc.

"An especially extensive branch of business in Argentine is the importation of automobiles, the number of which increased from 1581 cars in 1910 to 11,031 in 1917. Here, naturally, the American imports soon far outstripped all other countries.

"Among the important German manufacturers of passenger autos, which were successfully imported into Argentine before the war, might be mentioned Benz, Opel, N. A. G., and Protos, which companies gave especial attention to substantial construction and economical consumption of fuel. Recently some of these plants again turned their attention to the Argentine market, foremost among them being Opel, which was the only German passenger car exhibited at the automobile show in Buenos Aires in November of last year, the exhibit containing among others, an all-round car for country use which attracted a great deal of attention in Argentine because there is a demand for cars of powerful construction and light weight. Also for heavy trucks, Argentine may again become a good selling territory.

"Another large group of imports is represented by electrical material. In 1913 German imports of this class had outstripped all competition, having a falue of 5,300,000 gold pesos in a total importation of electrical articles worth 9,000,000 pesos. In Buenos Aires in 1913 the German Ueberseeische Electricitätsgesellschaft, with an expenditure of 200,000,000 gold marks, had organized the city's entire supply of electric current, and could therefore give large orders to German manufacturers. The second city in the country, Rossario, is supplied with electric current by an Anglo-Belgian company, but the electrical plants of other countries are generally fitted out with German material.

"The industrial conditions and customs in Argentine are highly complicated," said the speaker in conclusion, "and only those who can rely upon people familiar with the customs of the country can successfully take part in the import trade. In Germany the risks of independent action in Argentine are often underestimated. The novice in the Argentine market must obtain the help of an intermediary already established there who can advise him in minute detail as to what articles are in demand, what rules and customs governing importation must be observed and what tariff laws must be obeyed, etc. Otherwise experience will probably be dearly bought before a profitable business gets under way."

WEEKLY NEWS LETTER.

(Continued from Page 3)

union labor is employed without discrimination."

The dictionary ignores repeated declarations by organized labor that the "open shop" term is a tricky device used by anti-union employers in an attempt to conceal their hostility to collective bargaining and the right of employes to be represented by persons of their own choosing. The claim that organized labor accepts the "open shop" term is impudent.

The authors of the dictionary announce that it is intended for the use of employers "to enable them to secure a better understanding of the point of view of their (?) men."

Reduce Teachers' Pay

The wide-spread agitation for a teachers' living wage has subsided and the pendulum is swinging the other way, according to officials of the American Federation of Teachers.

"School boards in South Dakota, Kansas and New Jersey," it is stated, "have already voted substantial cuts in pay, while the subject of salary reduction is under discussion in Ohio, Nebraska, Illinois and Washington. The severest handling yet on record has been given the teachers of the Platte line schools of South Dakota where the organized school boards have slashed pay 25 per cent of the 1920 schedules.

"The inevitable result of such short-sightedness will be that still more teachers will leave the profession of teaching or shift from the grammar schools to the better paid high school positions. Nebraska, where salary reduction is under contemplation, is employing 1,700 teachers on emergency certificates."

Urge Amnesty

Amnesty for political offenses was urged by a delegation of trade unionists and other citizens, lead by President Gompers, who called on President Harding. The chief executive was presented with resolutions on this subject adopted by the last convention of the A. F. of L. Members of the delegation are hopeful that the release of war offenders who would not be charged with a crime for the same offense in peace times would soon be affected.

A British proclamation issued March 24, 1921, prohibits the importation of the following articles: Firearms and other deadly weapons, including munitions and parts, grenades, bombs, etc., whether capable of being used with firearms or not, and the components of such ammunitions. Open general licenses have been granted for the importation into Great Britain of smooth-bore shotguns, air rifles, air guns and ammunitions for such weapons.

International Seamen's Union of America

(Continued from Page 5)

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SEATTLE, Wash. ..... 84 Seneca St., P. O. Box 42
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DEEP SEA FISHERMEN'S UNION OF THE PACIFIC
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KETCHIKAN, Alaska ..... P. O. Box 201

UNITED FISHERMEN OF THE PACIFIC
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STOCKTON, Cal. ..... Labor Temple

BRITISH COLUMBIA STEWARDS' UNION
FRED WALSH, Secretary
VANCOUVER, B. C. ..... 311 Hastings Street, West
Room 2. Phone Seymour 3976

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Deck Street, Bellingham, Washington

Labor News

At Duluth, Minn., striking journeymen tailors have returned to work on the union shop basis.

In an effort to equalize work officers of the International Fur Workers' Union have called on these unionists to desist from working overtime.

Reaction continues rampant in Nebraska. The lower House of the Nebraska Legislature recently passed an anti-picketing bill on third reading, and the measure now goes to the Senate.

The New Jersey State Legislature has passed the Cossack bill over the veto of Governor Edwards. The bill calls for the establishment of two troops of 100 men each, who can be ordered to a municipality by the Governor on request of the officials of the municipality.

After a week's strike, organized printers of Okmulgee, Okla., have raised wages $3 a week on newspapers and established the 44-hour week in commercial shops. The new rates for night work on newspapers is $48 a week, and $45 for day work. Rates in the commercial shops will remain the same, but the 44-hour week is agreed to.

The National Association of Owners of Railroad Securities joined at Washington, Saturday, April 9, with five railroad labor unions in proposing that President Harding call a conference of representatives of both owners and employes to discuss the railroad problem, particularly as it affects wages and working conditions.

The monthly report of the conditions of labor camps in California, during the month of March, compiled by Director of Camp Sanitation Edward A. Brown, of the Commission of Immigration and Housing, shows a total of 164 camps inspected. Of this number, thirty-four were reported in good condition, 106 in fair condition, and twenty-four in bad shape.

California ranchers were compelled by war conditions to treat their workers with a certain degree of consideration. Now, however, they seem desirous of inviting trouble in their industries by slashing wages and lowering the workers' living conditions. A wage scale of 35 cents an hour has been agreed upon by the fruit growers of Placer County for general work on the ranches during the 1921 season. This does not include board, and is a considerable reduction over the scale in force during the preceding two or three years.

Permission to make provisional reduction of the wages of unskilled labor on the New York Central Railroad has been denied by the Railroad Labor Board. The railroad recently requested permission to put cuts of from 17 to 7 per cent into effect on April 1. The dispute was [illegible] the Labor Board after the railroad and employes had conferred. The dispute between the New York Central and its unskilled workers over a permanent reduction in wages will be heard on April 18 in connection with similar disputes which have been filed by other railroads. The board deemed it advisable to consolidate the hearing on the requests of the twenty-six roads in order to save time, inasmuch as it was expected that the arguments in each case would be similar.

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Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
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Augusta, J.
Andersen, Hans
Akselsen, George
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Andersen, Pete

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Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
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Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
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Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
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Church, A. J.
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Campe, F. T.
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Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

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Davidson, J. M.
Davis, Harold
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Danil, E. R.

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Hellen, Wm
Hagen, Harold
Heales, Geo S
Halvorsen, Karl
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Holmen, K.
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Helling, Jack
Helmin, Wm
Hahnqvist, Einar
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Hubbard Wm B.
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Stebner, F.
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Gravried, M.
Thorsen, V.
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Stetson, Henry
Schrage, P. W.
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Schrimbel, Rup
Sarv, H.
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Welson, E. W.
Wilson, Walter
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MacIntyre, Lacy
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Stahl, Oscar O.
Sandberg, N. A.
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Schutte, Richard
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Schmidt, H. T. L.
Sether, S. J.
Swanson, Eric K.
Sodergren, Oskar
Schmees, H.
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Siksne, Julius
Sundquist, Walter
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Pinnengton, H. D.
Weihs, Frits
Zimmerman, Fritz
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Hansen, Archie
Berglund, Emil
Sakariassen, B.

INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Nepponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic." S. B. Axtell, 9 State St., N. Y. 3-29-21

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjen, Haugeveien, Bergen, Norway. 2-9-21

SAN FRANCISCO
Alaska Fishermen's Letter List.

Andersen, Ole
Andre, John
Boman, Carl W.
Boergran, John
Boyd, Frank
Carlson, E.
Damberg, August
Domenico, P.
Duke,, F.
Dalin, August
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Shivers, D.
Strickland, G.
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Widell, Julius

Registered Letters

Meyer, Hans
Rassmussen, P.
Strusk, John Valentine

INFORMATION WANTED

Checks are now available for the members of the crew of the S. S. "Windber," for salvage services rendered against the S. S. "Elkton," in November 17, 1919. The following members are requested to call or communicate with owners, the Pacific American Fisheries, South Bellingham, Wash.:

Aspostal, C. Frederickson, F. W.
Grant, P. Jacobsen, O.
Samuelson, H. Wallace William

Mrs. John M. Eshleman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda County this spring, 1921. 2-16-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

Peter Ronald, a native of Norway, age 56 years, injured while acting as a boatswain on board the S. S. "Ahala" on August 22, 1919, at Hartlepool, England. Anyone knowing his whereabouts will please communicate with S. B. Axtell, New York City. 12-8-20

John Wallin is anxious to ascertain the whereabouts of Harold A. Lincoln and J. Peed, whom were with him on the Bark "Moshulu," at Melbourne, Australia. Kindly communicate or report at your earliest opportunity with his attorney at 676 Mills Building, San Francisco, Cal. 4-6-21

Thos. A. Jones, 720 N. Lancaster Avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Any one knowing the nearest relatives of C. C. Stewart, a late member of the Marine Firemen's Union of the Atlantic, are kindly requested to communicate with the Secretary of the above organization at 70 South St., New York, N. Y. 3-3-20

Arturo Longueira, age 18, who mysteriously disappeared at South Ferry, New York, on August 25th, or any one knowing his whereabouts, will please communicate with Secretary, Marine Firemen's Union, 70 South St., New York City. 10-20-20

Mrs. Jean Taylor. 940 Pender Street, West Vancouver, B. C., is anxious of ascertaining the whereabouts of Robert Gilchrist Cassar, a member of the Sailors' Union of the Pacific. 10-13-20

Domestic and Naval

When the steamship "Brittania" arrived at Providence, R. I., she carried forty-one men in irons, who were alleged to be a mutinous crew of the steamer "Manoa." According to wireless information from the American consul at Horta, United States mail on the "Manoa" was rifled during the mutiny.

London advices received at San Francisco, by the Marine Department of the Chamber of Commerce, state that the freighter "Steel Maker," en route to the United Kingdom, has suffered engine trouble. The position of the vessel was not given, but it is believed that the craft is nearing Panama. Under direction of E. C. Evans & Sons, the "Steel Maker," with large consignments of freight loaded at San Francisco, sailed on March 23, for London, Avonmouth and Liverpool.

Consigned to the United States Navy Department, a record shipment of over 9000 tons of coal was brought into San Francisco on the United States Shipping Board's merchant freighter, "Eastern Sailor." The shipment was loaded on at Norfolk. The coal will be placed in the navy's bunkers at California City. What disposition will be made of the vessel is not known at present. It is not believed that the craft will be dispatched to the Virginia port for another shipment of coal.

London advices state that a fire was discovered in the forehold of the Union Steamship Company's vessel "Tahiti" while the craft was lying in port at Wellington, N. Z. The report stated that the vessel's wool cargo was damaged by the blaze, and that water added to the loss. The "Tahiti" sailed from Wellington on April 5. The San Francisco passenger offices of the company stated that they had been advised that the vessel had been delayed, but they were not notified that the craft had suffered from fire.

At San Francisco, Collector of Customs William B. Hamilton has received notice from Washington that United States passports will no longer be required of Americans leaving or entering the country nor of foreigners departing. The order reads: "This Government no longer requires American citizens entering or leaving the United States, or aliens departing from the United States to present passports or permits, nor requires issuance of identification cards to alien seamen leaving the United States. It is still advisable, however, for American citizens to obtain passports in order to meet requirements for foreign countries."

Constitutionality of the California criminal syndicalism law is to be determined by the State Supreme Court, which recently granted a hearing on appeal of the conviction of John C. Taylor of Oakland, former State secretary of the Socialist party. The case will probably be heard on the May calendar of the court, while in session at Sacramento. The District Court of Appeals has upheld the law, and the appeal now being taken is on behalf of Taylor, who has been sentenced to serve an indeterminate sentence of one to fourteen years for assisting in the formation of an organization teaching criminal syndicalism. He was found not guilty of charges that he joined a plot to overthrow the Government by force.

Domestic and Naval

Secretary Denby has announced that applications would be received at the Navy Department to fill vacancies in the corps of civil engineers of the navy with the rank of junior grade lieutenant. Preliminary examination papers must be submitted by candidates before May 16.

The California Assembly is recorded in favor of a "Big Navy." Assemblyman Roy Fellom's memorial to Congress to continue the "big ship" construction program was adopted. The resolutions also urged strengthening of the fortifications on the Pacific Coast.

Despatches from Chatham, Mass., report the "Gaelic Prince," a British freighter, ashore on Great Roung Shoal. She was sighted by the coast guard at Monomoy Point and the crew of that station went to her assistance. The steamer had given no indications by radio, rocket or flag signal of her distress. The stranded ship was bound from Boston for New York. She left Boston after discharging part of a cargo brought from Singapore, Victoria, B. C., and other Pacific ports.

That sea lions along the Oregon coast eat a greater number of salmon during the open season than are caught by all the combined canneries operating on Oregon waters, is the assertion of Carl D. Shoemaker, secretary of the State Fish Commission. He estimates that the 3000 sea lions along the coast consume 41,500,000 pounds of salmon during the 157 days which constitute the season. This is more than all the canneries combined handle during the same period. William Hunter has been engaged by the commission to wage a campaign for extermination of the sea lion "pest."

The California Senate has passed, thirty to four, Senator J. M. Inman's bill to prohibit fishing in California coastal waters by "aliens ineligible to become citizens." Inman said that the passage of the measure was necessary as a measure "for the protection of the country in the event of war," his reference being to the large fleet of Japanese fishing vessels along the coast of southern California. Strong packing interests' opposition to the bill was based on the assertion that 90 per cent of the fishing in southern California was carried on by Japanese, and that passage of the bill would destroy the industry and throw thousands of white cannery employes out of work.

The Supreme Court has refused to review the conviction of William D. Haywood and seventy-nine other members of the I. W. W. on charges of having conspired to obstruct the war activities of the Government. Refusal of the Supreme Court to interfere closes the long fight to save Haywood and his associates from [illegible] a presidential pardon [illegible] upon the sentences imposed. Petition for [illegible] was based on the contention that the Federal agents in conducting raids on the rooms [illegible] of officials of the I. W. W. on September 5, 1917, acted without search warrants, and that the evidence thus obtained was illegal, under recent ruling of the Supreme Court [illegible] Haywood and his associates were charged with obstructing [illegible] draft and violation of the [illegible] act.

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Ward, W. C.
Wilkens, Henry

INFORMATION WANTED

John A., or Jack Gardell, a native of Sweden, age 50; brown hair, brown mustache, light gray-blue eyes, is anxiously inquired for by his son, Charlie Gardell, 1916 Elmwood avenue, Kansas City, Mo. Anyone knowing his whereabouts, will please communicate at earliest convenience.
4-13-21.

The following members of the crew of the SS. "Mohikis," are kindly requested to call on attorney S. T. Hogevoll, 600 Pacific building, Fourth and Market streets, San Francisco: Chief Engineer J. J. Burke, Fireman S. Pender and James J. Robinson, G. Larsen, O. Olsen, Al Parry, Al Lee, S. Boyle, P. Farrington, Thos. Parry, Carl Prentell, James Braskin, Gundaker and Dimble.
4-13-21

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y.
4-13-21

Frank K. Sofsky is desirous of knowing the whereabouts of his brother, Carl McCormick Sofsky, who was last heard from while returning from France on the U. S. Army Transport "America" at Norfolk, Va. Anyone knowing his whereabouts will please communicate with the above named party at 9 N. Washington Street, Stanton, Va.
7-7-20

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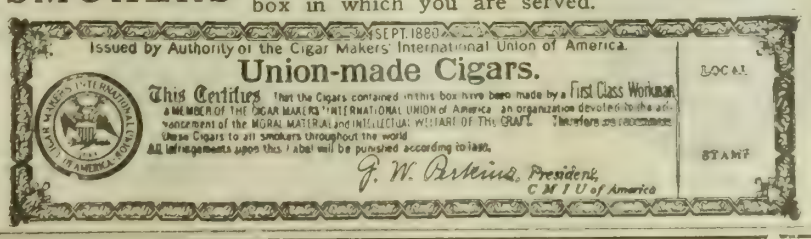

News from Abroad

General Allen has issued orders to all owners of factories in the American zone of occupation that they must not shut down without the consent of the American authorities according to recent press dispatches.

Wounded Greek soldiers are arriving in such numbers from the Smyrna and Brusa fronts that sanitary authorities are unable to care for them properly. Two thousand injured men recently arrived at Piraeus. Queen Sophie has appealed to the American Red Cross in Paris for nurses.

The Helsingfors correspondent of the London Times says that a council of war at Moscow has decided upon the concentration of troops on the frontiers of Poland, Rumania and the Caucasus. The Russian Bolshevist War Minister, Trotzky, is reported to be seeking 4,000,000 men.

The State Department announced recently that the American legation at Peking had received a communication asking recognition by the United States for the Far Eastern Republic of Siberia, whose territorial claims comprise the regions of Lake Baikal. The communication probably will be ignored for the present.

A note has been addressed to the French Government by M. Chitcherin, Russian Foreign Secretary, protesting against the detention of 25,000 Russian prisoners in France and others in North Africa and in the Balkans. The note declares that if the Soviet demands are not complied with the Russian Government will take suitable steps.

Greek archeologists have unearthed an imposing temple at Rerras, Thessaly. The structure is in an excellent state of preservation, and is stated to be as large as the temple of Jupiter at Olympia. The bronze inscriptions establish the dates of 400 B. C. Numerous tablets have also been found bearing indications of laws and resolutions of ancient civilization.

Copenhagen reports: The Norwegian Government has nominated a delegation to negotiate with the Russian delegate for Scandinavia, Kersientzjesm, for a trade agreement between Norway and Russia. According to a special dispatch to the Berlinske Tidende, Russia and China have made an agreement forming the base for a coming trade treaty, Russia giving a guarantee that Bolsheviki propaganda will be stopped in China, and Chinese losses in Russia refunded.

Under an agreement with the Government of China, the Federal Telegraph Company, an American concern, will very shortly commence the erection of a wireless telegraph station at Shanghai, larger than any now in existence. While the kilowatt capacity of the station is the same as that at Bordeaux, France, this new station will have six masts, each a thousand feet high, whereas those at Bordeaux are only 826 feet in height. The station is to be completed within eighteen months, and will have sufficient capacity to transmit and receive messages across the Pacific without the necessity of relay. The company will also erect other stations at Peking, Harbin, and Canton, which, together with the Shanghai station, will give China unequaled wireless facilities.

With the Wits

"Well, doctor, do you think it is anything serious?"

"Oh, not at all. It is merely a boil on the back of your neck, but I would advise you to keep an eye on it."—Sydney Bulletin.

They Don't Always Do That.—"Every man is good for something."

"Tell me what good Yuseless is."

"Well, he counts one in every census, anyway."—Boston Transcript.

"Now, my dear, you positively must forget business if you are going into society with me."

"What have I done?" asked the preoccupied physician.

"Why, you feel the pulse of everybody who extends a hand."—Boston Transcript.

"Do you think it healthy to keep your hogs in the house?" a social investigator asked a native of Arkansas.

"Waal, I donno," he drawled. "But I been a-keepin' my hawgs there for fourteen years and I ain't never lost one on 'em yet."

The Bishop, at Sunday School exams—And, now, would any little boy or girl ask me a question?

The Small Boy—Please, sir, why did the angels walk up and down Jacob's ladder when they had wings?

The Bishop—Um, er!—would any other little boy or girl like to answer that question?—London Sketch.

"Of course there is no such thing as woman's supremacy."

"Think not? From the time a boy sits under a street light playing with toads until he is blind and old and toothless he has to explain to some woman why he didn't come home earlier."—Cleveland Plain Dealer.

Rastus and Sam had not seen each other for some time and were swaping experiences.

Sam—What yo' been doin', Rastus?

Rastus—Oh, I'se been workin' for a circus.

Sam—What doin'?

Rastus—I'se a lion tamer. I goes up to that thar lion, and I opens up his jaw, and I sticks my head in his mouf.

Sam—Yo' ain't no lion tamer. Yo'se a lyin' niggah.—Happygrams.

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GROWTH OF TRADE UNIONISM

Figures Compiled by International Labor Office Show Strength

"The Seaman," official organ of the National Sailors' and Firemen's Union of Great Britain and Ireland, recently published the following statistics, which are enlightening.

"At a time like this, when the strength of trade unionism looks like being tested on all sides and in every country, it is good to be able to lay one's hands upon some figures that show exactly what that strength is. These figures, published by the International Labor Office at Geneva, as a result of a special investigation covering trade union progress during the past ten years, are remarkable for the truths exposed. In the tables the years 1915, 1916, 1917 and 1918 are left out, and a jump made from 1914 to 1919. This is due to obvious reasons connected with war-time and the difficulty of obtaining world-wide figures for all countries during that period. Twenty countries are taken into account. They are: United Kingdom, Germany, the United States, France, Italy, Belgium, Holland, Denmark, Sweden, Norway, Finland, Switzerland, Spain, Austria, Hungary, Czecho-Slovakia, Canada, Australia, New Zealand, and Serbia. The total trade union membership in these twenty countries is given in the table below:—

End of year	Membership in 20 countries
1910	10,835,000
1911	12,249,000
1912	13,341,000
1913	14,728,000
1914	13,222,000
1919	32,680,000

From this table it will be seen that the numbers at the beginning of 1920 were treble the number in 1910, and more than double the number at the end of 1913, just before the war. A small part of this is due to the greater completeness of the returns, and another small part (probably about 10 per cent) to the natural growth of population, but even allowing for these two factors, there has been an enormous growth in trade unionism among the workers. This growth is common to all countries.

During the war trade unionism received a check, especiallly in the belligerent countries. The decline was especially great in Germany, Austria, Hungary, Italy, and Czecho-Slovakia, but in all these countries the numbers began to increase in 1917. The end of the year 1919 saw a phenomenal increase, especially in the Central European states. For European countries only, the membership at the end of 1919 may be put at twenty-six million at least, as compared with about eight and one-half million at the end of 1910.

Of the total membership of 32,680,000 shown above, it is interesting to note that for five of these countries, viz., United Kingdom, Germany, United States of America, France, Italy, the total membership in 1919 amounted to a little over twenty-seven million, leaving five million for the remaining fifteen countries.

United Kingdom

The membership is estimated to have almost doubled since 1913. This is partly due to the inclusion since 1917 of certain associations, chiefly of teachers and other professional classes, which were not previously regarded as trade unions. The increase covers all classes of trades, but it applies specially to unions in the unskilled trades and to agricultural labor. The latter increased in membership from thirty-five thousand in 1914, to 203,000 in 1919, while the general labor unions increased from 385,000 to 1,491,000 in the same period.

U. S. A. and Canada

No complete statistics exist showing the extent of trade unionism in the United States of America. The statistics used are those given as published by the Canadian Government, showing the membership (outside Canada) of "international organizations," i. e., unions covering the American Continent. It will be seen that the membership of these unions, which grew steadily from a little over 200,000 in 1910, to nearly three million in 1915, nearly doubled itself in the next four years, and stood at 5,600,000 at the end of 1919.

The American Federation of Labor—by far the largest trade union federation in the United States of America—publishes the following statistics of its "paid-up" membership in its report for 1920:—

1910	1,562,112
1913	1,996,004
1920	4,078,740

These figures are for the year ending April 30. The total membership at April, 1920, including those on strike, lockout, or unemployment, for whom payment was not made, was 4,302,108.

Belgium

The number of trade unionists in Belgium is now about four times the pre-war figure. There are two large federations, which cover between them the vast majority of trade unions.

"La Commission Syndicale du Parti Ouvrier et des Syndicats Independents" is by far the largest, and covered a membership of 629,736 on the 31st of December, 1919. The other, "La Confederation General des Syndicats chretiens et libres," is a smaller body, whose membership in March, 1920, was 156,631. Figures for the war years are not available for either of these federations.

France

Trade unionism remained fairly constant in numbers during the years 1910 to 1914, but doubled its membership in 1918, 1919. The following figures relate to the Confederation Generale du Travail only:—

1912	575,276
1913	592,447
1919-20	2,049,231

Germany

In Germany the trade unions lost nearly half their membership during the first years of the war, but in 1917 the membership rose by about 30 per cent.

Immediately after the Revolution, however, an immense impetus was given to the trade union movement, and by the end of 1918 it had reached nearly four million. The growth in membership of the different classes of trade unions is shown in the following table:—

Year	Total membership
1910	2,957,442
1913	3,571,905
1919	9,000,000

Italy

In Italy there are three classes of trade unions—free oganizations (organizzazioni libere), catholic (organizzazioni cattoliche), and isolated organizations (organizzazioni isolate).

No figures are available for 1918 and 1919 except for the "free organizations," the membership of which was 967,174 at the end of 1919. If we assume that the membership of the other two groups increased in the same proportion, the total membership would be about 1,800,000.

Norway

The figures given relate solely to the "Central Labor Organization." In Norway, however, the trade union movement is strongly organized, and very few unions are outside the federation, the membership of which has doubled since the outbreak of war.

Finland

The figures are those affiliated to the "Central Labor Organization." It will be seen that the membership quadrupled from 1916 to 1917, especially among factory workers and workers in sawmills, but declined considerably during the political troubles of 1918, 1919.

Austria

Like those for Germany, the figures for Austria show a phenomenal rise since 1914. The figures, which are published in "Die Gewerkschaft" for May, 1920, relate to Austria proper. of Russian workers, they are a powerful element, and their very progressive spirit makes them an effective force. With the immediate reopening of trade relations with Great Britain and other nations, there will no doubt be a better understanding as to the exact status of Russian toilers.

Czecho-Slovakia

The figures from 1912-1918 are taken from "Les Syndicats Professionals Tchecho-Slovaquie," by R. Taylerle, Paris, 1919, who also estimates the number at June, 1919, as 500,000, the large increase being due to the affiliation of German trade unions. The figure given for 1919 is the number affiliated to the International Trade Union Federation. The enormous increase is greater than that of any country, but it is possible that the figures are not strictly comparable, owing to the change in boundaries of this country as a result of the war.

Hungary

The statistics for Hungary up to 1917 are obtained from the "Annuaire International de Statistique" and the "Szakszerveti, Mongalom Magyarorstagen," 1917. For 1919, however, the figure of 500,000 is based on an article in the "Correspondenzblatt der Generalkommission de Gewerkschaft Deutschlands," for March 6, 1920. The enormous increase was due to the revolu-

tion, which caused all classes of workers to organize.

Japan

No trade union statistics exist for Japan, as, in theory, all labor organizations are illegal. It is stated, however, in "Millward's Review of the Far East," in July, 1920, that numerous labor organizations have sprung up, whose membership is about 500,000 at the present time.

The following table shows the growth of trade unionism during the war in countries covered by the investigation:—

Membership of Trade Unions at the End of the Years 1913 and 1919

Country	1913	1919
United Kingdom	4,192,000	8,024,000
Germany	3,572,000	9,000,000
U. S. A.	2,722,000	5,607,000
France	1,027,000	2,500,000
Italy	972,000	1,800,000
Belgium	203,000	750,000
Netherlands	220,000	625,000
Denmark	154,000	360,000
Sweden	136,000	339,000
Norway	64,000	144,000
Finland	28,000	41,000
Switzerland	89,000	224,000
Spain	128,000	211,000
Austria	253,000	772,000
Hungary	107,000	500,000
Czecho-Slovakia	107,000	657,000
Canada	176,000	378,000
Australia	498,000	628,000
New Zealand	71,000	100,000
Serbia (Jugoslavia)	9,000	20,000

It will be noted that the growth of trade unionism in the countries most directly affected by the war is remarkable and quite contrary to what was anticipated would be the effect of a prolonged European struggle of this kind. In view of the casualties of the war, we are left to wonder how the new membership of the unions is made up. We have been informed that the total number of able-bodied men killed exceeds ten million, and the total number of totally disabled is about fifteen million; adding the partially disabled men, the total number of casualties exceeds thirty million; and, in view of this enormous loss of able-bodied men, the growth of trade union organization may be truly described as wonderful.

It will be noted that the trade union membership of Soviet Russia, in the aggregate of five million, is not included in the international compilations. This may be due to the fact that information from that source may not be considered as sufficiently authentic, or the Russian trade union movement may be regarded as entirely revolutionary. However, the labor movement of Russia must be taken into account when summarizing the strength of organized labor on a world-wide basis. Whatever prejudice may exist regarding the revolutionary ideas

"REDUCED LIVING STANDARDS" MENACE AMERICAN LIFE

The first effects of a depression in business are men and women looking for work, wage reductions, changed working conditions and lowering standards of living. The second effects are unrest among the workers, strikes, injunctions and general social bitterness. The first are economic; the second human.

"Reducing living standards" is more than a phrase of speech treating of inanimate things. It means that men, women and children must abandon normal comforts and change their systems of life to a lower order. The child who is in school must be put to work in the factory; the wife and mother, perhaps, must be taken from the home and drafted into industry. The income of the natural bread-winner of the family, the father, is so reduced that it is unable to meet the demands made upon it. The entire family must be thrown into the vortex of industry in order to live. Upon this changed system of life may depend the future of the children. Opportunity for complete education being ended, and with it the development of natural facilities, at a period of life when they are best adapted for development, the child may be thrown into an environment that will change his entire course of life, destroy his ambition and crush his ideals. He becomes a cog in an industrial machine, discontented, without initiative, without resources, moving with the machine, growing up with it, being a part of it. Sometimes, when the wage cut is especially severe, the family is dispersed. The father goes away from the town. The mother turns to whatever kind of work she can do. The sons leave the remnant of home, and the girls disappear. The happy family, its parts disintegrated, is no more. Home life is ended. Home ties are severed. Home influence is dead. The home, the family, has been swept into the wreckage carried along by the flood of loose humanity, abiding on the banks of the turbulent streams of life.

The home is kept intact by the wages of the bread-winner. Wages, translated into human terms, mean food, clothing, shelter, education, pleasure, refinement for humanity. The volume of the worker's wages determines the character of his home and the extent of his enjoyment of human ideals.

The roots of these ideals in the mind of the worker are constant employment and the ownership of a home. From these roots grows the tree of industrial progress and social contentment.

Modern industry has created a code of ethics for its own convenience. These ethics accept the doctrine that when current industry is depressed, wages must fall, regardless of the surplus accumulated in the past. That portion of the surplus which is not distributed in huge dividends is devoted either to extensions of plant or to the purchase of stock in other industries. Rarely is this surplus reserved for the payment of wages in times of depression. When markets are overproduced or under-consumed, industry stops. The mills close. Wages end.

Dividends do not end. They are sustained by the surplus that has been piled up in the years of plenty. These years of plenty mean little to the worker. He is constantly struggling to pay debts contracted when "business is dull." "Dull Business" wipes out the small chance he has to gather a personal surplus, and this, at best, can be gathered only by sacrificing normal needs.

Nevertheless, the workers have aided in the piling up of the surplus in industry out of which dividends are paid and extensions made to property, and by all the rules of morality, by ethics of Christianity, by the finer sentiments of humanity, by all concepts of justice, the workers ought to share in that surplus.

The right to obtain a part of that surplus is vested in the stockholder. His interest is represented by the ownership of a stock certificate, a bit of paper, for which money may or may not have been exchanged. He is not required, or even expected to contribute the bending of a finger in productive labor to obtain his share of that surplus. He is not required, or even expected, to know a single operation of the industry through the operation of which the surplus was accumulated. The piece of paper, properly attested, guarantees to him the enjoyment of all his normal comforts out of this surplus of industry, whether or not that industry is in active operation.

The ethics of modern business, in effect, declare that wages must be paid out of the current earnings of industry. Profits may be distributed out of present or past earnings.

The report of the Standard Oil Company of Indiana, for 1920, is a concrete example of the distribution of surplus. Net earnings were $61,377,803, against $34,604,417 in 1919. After reserving $20,404,139 for taxes, there remained $40,973,484 for dividends. As a result of these huge earnings the company put $31,856,806 back into the property. Were this company to close tomorrow, the payment of wages would stop. Dividends, however, would continue until the surplus set aside for their payment was exhausted.

Wages represent the applied effort of the workers in producing the commodities of the industry out of which the surplus is created. In all justice, the wages of the workers have an equal claim upon that surplus with the ownership of a stock certificate.

The stability of home life rests upon steady employment and just wages.

The power of a nation rests upon the stability of home life.

Destroy the home, wipe out its influence upon national life, and the nation, like the home, will be swept into the wreckage carried along by the flood of loose humanity abiding on the banks of the turbulent streams of life.

LABOR CONDITIONS IN HOLLAND

Consul General Anderson of Rotterdam has recently reported that there has been an increase of the unemployment in Holland during the past few weeks. During the latter part of February it was stated that about 75 per cent of the workers in the diamond industry were unemployed; and in the tobacco industry, one of the largest industries in Holland, there were about 45 per cent without employment. In the Province of Twente the hours of work of cotton spinners have been reduced to 36 per week. Thirty per cent of the brickmakers are said to be without employment and about 20 per cent of the workers in the glass industry have been discharged. In the leather and paper industries the amount of unemployment is said to be 38 per cent and 40 per cent, respectively.

T. N. T.

Following a period of nearly two weeks in which rumors of all description ran riot, the "threatened revolution" within the domains of John Bull seems to be dying out. The last week has been one in which reports of widespread violence have been common. Wreck, loot and arson were some of the many crimes with which the striking British miners have been charged, and now, just as we go to press, it is broadly suggested, in official and unofficial circles, that Lloyd George might have staged the late little fiasco as a means to "seat him sure." Such actions by the man universally regarded as a leading statesman can hardly be credited. However, if there should be a semblance of truth in the rumors, the British premier has been playing with T. N. T. and leaves it resting in a place of uncertain action.

Always demand the Union Label!

Weekly News Letter

Contributed by the American Federation of Labor

Liberty a National Asset

Can't-strike advocates talk of loss of wealth and suffering when workers quit their employment, but no mention is made of a greater loss when men are denied the right to strike.

Strikes are costly, but social injustice is a thousand times more so.

Material loss, through strikes, is nothing compared to a nation's loss when it compels the victims of wrong to remain at their tasks.

The worker who is bludgeoned into silence against injustice is a liability. He may profess patriotism, but his song differs from the inspiring challenge of men who are actually free.

The can't-strike advocate is only interested in wealth, production and convenience. He worships before this trinity and is blind to his country's danger when its wage workers lose their democratic ideals.

Wealth and convenience are nothing to the worker who resents a life of serfdom, a tyrannic boss and unsatisfactory wages and working conditions. That worker puts freedom above all else.

To tell him he can not quit his employment together with his fellow workers—that he can not strike—is to destroy his faith in American ideals.

This loss to a nation can not be recompensed by wealth, or by production and the public's convenience and ease.

No nation can be great that destroys ideals, stifles hope and deadens the sense of justice.

Sympathy for the oppressed and resistance to wrong are characteristic of free men. They refuse to count cost in their fight for right.

In all ages this spirit has impelled men to resist injustice. This spirit has made possible the liberties now enjoyed by man.

Can't-strike advocates would destroy this spirit. They would make America's finest asset a national liability. They would change their country's inspiring battle cries to the bargain counter question, "What will it cost?"

They would remove every ideal, sympathetic instinct, daring aspiration and loyal impulse from men who would own themselves.

To perpetuate injustice they would debase the holiest ideal that lovers of liberty possess and would handcuff their country's defenders to the machine of production.

A Confused Patriot

Andrew Furuseth, president of the International Seamen's Union, is engaged in a newspaper controversy in Baltimore over the seamen's law, which his opponent declares makes it possible for foreign seamen to sign at their home port for lower wages, and then they may desert on their arrival in this country if they are not paid the prevailing wage.

"This is equalization of wages, with a vengeance, isn't it?" is the triumphant query of the foe of the seamen's law.

"My opponent does not mean to argue in favor of foreign vessels, but unfortunately he does," replies Furuseth, who asks:

"Does he think it wrong for the United States to decline being the slave catchers for foreign ship owners, when the people of the United States declined some sixty years ago to be the slave catchers for each other? Does he really think that the United States ought to use its police power to keep the wages of an English or a Norwegian ship, hiring coolies in India or China at $9 a month, which is about one-tenth of the wages paid on American vessels? Is he really willing that such an English or Norwegian vessel shall be assisted to keep such a crew on board while she is carrying away freight that would otherwise go in American vessels?

"He says there are hundreds of American vessels idle in American harbors. So there are Italian vessels, Spanish vessels, English vessels, millions of tons of shipping idle in the harbors. It is usually thought that that is the result of the war and of peace and not of the seamen's act."

Insurance and Strikes

Insurance against strikes, which is being advertised in Baltimore, will foment strikes, said Matthew Woll, A. F. of L. vice-president.

"When an employer is insured against strikes he will not be inclined to go far in making concessions to employes, however just their demands may be," said the trade unionist.

"Insurance companies writing strike insurance would be but another factor to add to the obstacles to peaceful adjustment of labor troubles. Labor can not be expected to support companies that are working against it, and if these companies persist in their efforts to make such insurance legal, organized labor will lend its efforts towards State insurance companies."

New Labor Injunction

Judge Molyueaux of Minneapolis seems to have made a new record in labor injunctions by ordering a member of the Milk Wagon Drivers' Union to cease delivering milk in a part of the city that the Standard Milk Company declares is its "property."

The unionist was formerly employed by the company and was forced to sign an individual contract not to join a union while so employed, or deliver milk on the route in question. Several other milk concerns compelled its employes to sign the same contract, the form of which is identical. The inevitable strike followed and now the unionist is debarred from earning a living in that part of the city which the company stakes off as its personal "property."

Don't Want Life Boats

Opposition to the seamen's act has been registered by a conference of business men from cities along the Great Lakes. The usual fire alarm resolutions urged Con-

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Soviet Russia and the Soviet Republic of White Russia have signed a treaty under which they become a single republic.

The seventh session of the council of International Labor Congress opened at Geneva last week, under the presidency of Arthur Fontaine of France.

A lockout has been declared by the factory owners of Turin, the important Italian industrial center, and troops have occupied the factories, according to a dispatch to the Central News from Rome.

The Labor party of Queensland, Australia, are operating a movie picture house in Brisbane, the profits of which are devoted to the labor funds. It is the intention of the party to extend the operations throughout the State.

As proof of the growing solidarity of labor in Europe, the Union of Transport Workers and Seamen, Amsterdam, has decided to ask all members in that country to refuse to handle any goods destined for English ports, in the event of a general strike in Great Britain.

Severe unemployment continues in Sweden, and there are over five hundred applicants for every hundred jobs. The Central Executive of the Swedish unions are demanding a minimum allowance of $2.75 a day for unemployed workpeople, and also advocate the immediate resumption of trade with Russia.

The tendency for closer labor affiliation continues in Australia. The A. W. U. were recently informed that the Miners, Railwaymen, Seamen, and Waterside Workers had decided to meet in May next to launch an O. B. U., and to carry on an extensive propaganda for the effective completion of all industrial departments as speedily as possible.

Latest reports show that while the British coal strike continues, there is a favorable atmosphere to be observed in London regarding settlement. Premier Lloyd George, in the House of Commons, is conciliatory and declined to be hurried by recent happenings into legislation, curtailing privileges of trades unions. "Nothing would provoke more serious industrial trouble than an attack on the privileges conceded from time to time to the trades unions," he declared. The Premier was firm on the question of a national pool of profits, which he asserted was impossible, but admitted some of the wage proposals of the mine owners were indefensible and ought to be amended, and, in reiterating that the Government agreed with the principle of a national wage settlement, expressed the hope that a plan would be evolved whereby the miners would have a "real interest in the prosperity of their industry." Both Government and mine owners clearly are ready for another conference with the miners. Everything depends on whether Frank Hodges, secretary of the Miners' Union, receives a vote of confidence from the miners' Friday. All the news from the coal fields represents the miners as still in an angry mood and refusing to accept any compromise. The proposed meeting of the Parliamentary Labor Committee and the Trades Union Congress, originally fixed for Wednesday, has been postponed until Friday evening, after the miners' conference.

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Members of the Masters, Mates and Pilots' Association of the Pacific, and shipping interests in general, please take notice that, on and after April 30, 1921, the Headquarters of the Masters, Mates and Pilots of the Pacific will be located at 52 California Street, in place of 62 Steuart Street, San Francisco, Cal. The telephone number will remain the same as present: "Kearny 2034."

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Pacific Coast Marine

Dispatches received from Honolulu state that the United States tug "Keosanqua" has been searching for a barge which broke away recently. The "Keosanqua" was towing the barge from San Diego to Honolulu.

Due to the fact that the steamers "Yale" and "Harvard" will make five sailings weekly from Wilmington and San Francisco, it will be necessary to have a relief captain, making three skippers for the two steamers.

Oliver J. Olsen has chartered the steamship "Paraiso," which has been tied up in Oakland Creek for several months, to the Pan-American Steamship Company. The "Paraiso" will carry a general cargo to Central American ports, and will sail on April 28.

The vessels of the Alaska Packers' Association are getting away from port at a lively clip. Several left last week, starting out with fair southwest winds. The "Santa Clara" went out in tow of a Red Stack tug, and will be towed the full distance to Blaine, where cargo for Alaska will be taken on.

Bullion is seldom shipped in any quantity on freight carriers, but the Shipping Board steamer "West Conob," operated by the Pacific Mail, had more than $1,000,000 in treasure when she arrived back on the Coast. The gold was shipped in India, consigned to San Francisco banks.

As a counterbalance to the heavy movement of California and Northwestern fruits from this Coast to Europe, the Holland-America Line is attempting to stimulate the importation of dairy products from Holland and other European countries to this Coast. The Holland-America Line is now operating three steamers with refrigerator space in this run, and the motorships building for this trade have even greater coolroom accommodations.

The growing importance of shipments by water is pointed out with the announcement that 1,450,000 pounds of prunes have been sold to Germany, and will probably be consigned to the Holland-American line or to the European Pacific Line. Farmers in the interior are coming to depend upon water for the transportation of their commodities.

A radiogram received at San Francisco by Commander William Glassford, of the U. S. Hydrographic Office, from the master of the steamer "West Kader" said that a spar had been sighted by the steamer, which may be that of a submerged sailing craft. It was seen early on the morning of April 12 in latitude 51:25 north, longitude 151:55 west. The message reads: "Probably the mast of a ship, floating upright and leaning forward as if fastened to some object."

Consul B. F. Yost, at Sonora, Mexico, has informed the Department of Commerce that negotiations were progressing between a British steamship company and the Mexican Government for establishment of a steamship line from San Francisco and the Pacific ports of Mexico. The plan contemplated placing six eight-hundred-ton British steamers, suitable for passenger and cargo trade, under the Mexican flag, he said, to serve the ports of La Paz, Guaymas, Mazatlan, Manzanillo, Acapulco and Salina Cruz.

Unable to obtain coal for this country because of the embargo which provides that local demands must be met first, the motorship "Oronite" is returning to San Francisco from Newcastle, Australia, in ballast to A. F. Thane & Company. The charter by J. J. Moore & Company has been canceled under a provision which covers an emergency such as this, and which, shipping men say, is included in all Australian coal charters. Under command of Captain Genereaux, youngest of the Pacific Coast skippers, the vessel departed April 8.

That the navy is diverting its own transports to the carrying of coal from the East Coast to the bunkering stations on the Pacific Coast, instead of chartering merchant vessels for this movement, was learned when it became known that three navy transports are on their way to San Francisco, or berthed for this run. They are the "Hancock," from Norfolk, March 15; the "Bath," sailed April 2, and the "Houston," to depart about the middle of the month. Many merchant vessels, returning from Europe, have accepted this business in order to get revenue for the trip through the Canal.

The bark "Golden Gate," bound from San Francisco for Liverpool with a cargo of barley, is reported to be undergoing repairs at Runcorn, England, following her arrival in a sinking condition. The bark encountered heavy weather between San Francisco and Panama, making the voyage in forty-eight days. After leaving Panama for the United Kingdom, she was found to have sprung a leak, and it was necessary to keep the pumps constantly working to prevent her foundering. After a total of ninety-eight days at sea she arrived at Runcorn, where the hull will be thoroughly overhauled.

The Toyo Kisen Kaisha Company recently filed a petition in the United States District Court to recover a fine of $8,960, which it was obliged to pay the Government because 266 tins of opium were found aboard one of its steamers, the "Korea Maru," in January, 1920. The drug was not listed on the ship's manifest, and the steamship company claims that it had no knowledge that the opium was on the boat, and it had taken precautions to see that no contraband drugs were on the ship by having a diligent search made before the "Korea Maru" sailed from the Orient. The company's detectives were unable to discover any drugs, but the customs officials speedily located the opium when the ship docked at San Francisco.

With a view to making Astoria a permanent port of call for freighters on the Hawaiian-Puget Sound run, providing cargo offerings are found to be sufficient, the Matson Navigation Company has placed the Columbia River city on its schedule for the two Shipping Board steamers operated on this run. Three calls have been made in recent months at Astoria, and while the freights obtained were not large, the company has decided to test the possibilities of this line for an indefinite period. Lumber, grain and general merchandise for the islands are the cargoes which are sought in large enough quantities to warrant continuation of this service. The "West Nilus" will load there this month, and the "West Keene" next month.

Freight and passenger service between Vancouver and San Francisco will be established by the Canadian Government Marine Department in June. The Canadians plan to use two 3500-ton steamers, and will maintain a ten-day schedule. The principal freight is expected to be grain, and it was expected a thriving grain business could be built up by shipping the Canadian product to California for milling. It was also believed the Canadian boats could cut heavily into the passenger carrying trade, as prohibition laws do not affect the vessels flying the British flag. It will be possible for passengers from San Francisco going to Seattle or any point north of there, to use Canadian boats to Victoria, returning to destination by rail.

Interest in Coast shipping circles centers in two special activities, charters for grain and lumber and the coast-to-coast trade, which is gaining strength despite the general slump in shipping. During the past two weeks several Shipping Board freighters have been chartered to carry grain to Italy and the United Kingdom. Three of them were taken from the Benicia "vacation" grounds. Two new steamship lines, each to operate a fleet of freight steamers, have announced their intention of joining the already well-established coast-to-coast trade. They are the United States Transport Company and the Kerr Steamship Company. They swell the intercoastal lines to fourteen, and promise keen competition with the transcontinental railroads. In the grain trade it is said that charters for May, loading will be controlled by vessels of the government-owned fleet.

Gradually, all too slowly, shipping men are being converted to the idea that there is a slight improvement in the freight market. Many of them, however, cannot see that the situation is better, merely because there is more cargo offering, and vastly more inquiries, as long as rates remain low. Others will not admit any degree of betterment unless it is sufficient to boom the shipping game again. The same men who pointed to the vessels going to the "boneyard" as conclusive evidence that business was going to the dogs will not admit now that their return into commission even augurs an upward turn. Outside of the recent upturn in grain charters, however, the charter market shows little sign of improvement. Few charters are being made because many shipowners will not consider the low rates that are offered. They are turning down inquiries regularly, because, they say, the revenue would not pay operating expenses. One broker asserted that he could get all the business he wanted if he would take it at the going rates.

The Admiral Line steamer "Queen" has been assigned to operate on the schedule of the ill-fated "Governor." Upon the arrival of the "Queen" from the south, the craft will sail for Los Angeles. The sailing of the "Queen" thereafter in the San Diego schedule will be omitted. No plans have been made as yet, according to officials of the Admiral Line, to replace the "Governor," as there are no available passenger liners that could be placed in commission on short notice. The company, however, will be forced to replace the "Governor," but hope of doing it within the next few months is remote at present. The sinking of the "Governor" came just as the passenger travel of the Admiral Line was beginning to assume summer proportions from British Columbia to San Diego, but, despite the loss of the "Governor," some arrangements will be made whereby the ocean coastwise tourist trade will be handled by the steamship company.

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(Continued on Page 11)

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

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SUCH IS LIFE

The Williams Line freighter "Willhilo" has left San Francisco for northern ports, and "thereby hangs a tale." For obvious reasons, vessels of this particular shipping company have attracted public interest while in ports of the Pacific Coast. Before departure of the "Wilpolo" from San Francisco, less than a month ago, the general public were treated to press stories of fighting riots, and finally kidnaping amongst the inexperienced and non-union crew of the vessel, most of which were imaginary. However, according to reliable accounts, the recent voyage of the steamer "Willhilo" from New York to Pacific ports was somewhat spectacular.

In line with the desire to lower wages of seamen, the operators of the Williams Line picked up a non-union crew for the "Willhilo" in New York. They naturally obtained the usual conglomeration of tatterdemalion nondescripts, and before the vessel had reached the Canal Zone, the captain and other officers were assured an exciting and interesting trip. The crew were absolutely inefficient and inexperienced, many of them unused to the arduous requirements, and some of them became sick before the ship reached the canal. The first trouble arose in the fire-room amongst the green members of the "black squad," most of whom had never seen the engine-room of a coal-burning vessel before; and by the time the "Willhilo" had tied up at La Union, the whole boiler room gang were in a decided state of upheaval. They demanded that they be paid off, and upon refusal proceeded to make life interesting for the "old man." They were ordered to get back to work, but instead the firemen, coalpassers and a number of the deck crew went ashore and proceeded to "tank up."

That evening they ran across the captain, and again demanded their money in more forcible than polite manner. This being refused, they proceeded to show the "old man" just what a non-union crew can do with the aid of clubs and rocks. Without injury, the captain managed to get back to his ship, only to be compelled to repulse another attack later on board.

Matters getting out of hand, a wireless call for aid was sent to the American consul at San Salvador, about one hundred miles to the south. The consul being unable to offer immediate relief, the Canal Zone base was appealed to, which resulted in the "Tacoma" being ordered to the scene. Investigation by the captain of the "Tacoma" revealing the fact that mutinous members of the crew had failed in their attempts, a naval guard was placed aboard the "Willhilo" for two days, and six of the ringleaders placed under arrest. Thereupon the "Willhilo" proceeded on her way to San Pedro, California. At that port some of the trouble instigators were discharged, and after delivering some of her cargo, the vessel proceeded to San Francisco.

If the captain of the "Willhilo" had entertained any idea that his troubles were over, that happy thought was immediately shattered. Insubordination was rife amongst the motley horde composing the deck and fireroom departments, and none of the regular ship duties were performed; in fact, a review of the vessel's general condition gave the impression that she was just out of a junk yard, after being salved from severe battering on a muddy beach. A limejuice collier, after battering through the Bay of Biscay, would look like a yacht in comparison. In addition, the brand of grappo dispensed by the "sightless porkers" along the Embarcadero appealed to the palate of the New York visitors. By the time that the "Willhilo's" cargo had been discharged and she should have been ready to proceed to sea very few of her crew remained, and these were useless for any purpose.

After giving the situation full and complete consideration, it was decided that "sufficient for the day is the evil thereof," and a full crew of competent seamen were ordered for both the fireroom and deck departments from the offices of the Sailors' and Firemen's Unions.

Inasmuch as the latter have signed for a round trip, we predict from now on the voyage of the "Willhilo" will at least be less exciting or spectacular; also that when the vessel pokes her prow into the next port she will have more the appearance of an American ship, and lose her resemblance to a mud barge.

A WORK TO PERFORM

In addition to our duties aboard ship, and the maintenance of a standard for the personnel of the American Merchant Marine, organized seamen have duties to perform in relation to strengthening our position economically. To do this the strongest solidarity is required.

It is one of the first duties of a seaman, in whatever port of the world he may go, to get in touch with his fellow-workers at that place, to fraternize and inculcate a thorough understanding. If the marine workers are not organized, what could be of greater service to his fellows or gratification to himself than for a seaman to start the ball rolling and organize them?

From what information we already have at hand, the marine workers are either organized more compactly than here, or equally as good, or are in process of organization in nearly every port of importance in the world. We must strive to make this organization complete.

Practically all consulates are more or less institutions for the furtherance and protection of commercial interests abroad; they are the outposts of organized capital. We realize this with more force when we are compelled to adjust matters through these agencies when our interests conflict with those of the shipowners. Therefore, it is up to us to maintain our own representatives in every port where the water is deep enough to float a rowboat. This must be accomplished in order to keep in touch with our fellows, and to be ready to bear each other's burdens, notwithstanding judicial decrees which might rule otherwise.

In the recent little unpleasantness which grew out of the shooting of a marine fireman, on one of the Munson Line ships at Buenos Aires, we have a concrete example of just how these affairs work out.

The American Consul at Buenos Aires was more thoroughly concerned with financial or commercial interests; but due to the fact that there is a powerful union of marine workers at that port who are imbued with solidarity, the human or labor interests receive protection from that source.

The fraternal spirit of our fellow-workers in Buenos Aires should be cultivated and reciprocated, and efforts must be made to extend the same feeling of brotherhood everywhere.

JAPANESE EXCLUSION PROGRESS

The problem of Asiatic infiltration is becoming more acute on the Pacific Coast, and as one campaign after another has failed to make the nation realize our danger, the most vigorous efforts are now being put forth by those who understand the full significance of this unperceived invasion.

On April 18, before the House Immigration Committee, absolute exclusion of all Japanese immigration and withholding of citizenship from all Mongolians was demanded. V. S. McClatchy, of Sacramento, representing the Japanese Exclusion League of California, told the committee of the great danger to this country unless immediate steps are taken to check the menace. He protested against naturalized Japanese being stewards on the President's yacht, on battleships, and in "other important places." McClatchy revealed the fact that out of an estimated number of eighty thousand Japanese born in the United States and Hawaii, only seventy-three have applied to the Japanese Government for repatriation, in order to accept unreserved American citizenship.

He demanded that the absolute exclusion of Japanese immigration be enforced by Federal officials, "and not under the present system, whereby we surrender regulation to Japanese authorities." He further insisted that no treaty be negotiated that would weaken or destroy the California anti-alien land laws or such laws of other States.

While declaring the attitude of the Exclusion League, McClatchy stated that it had been endorsed by both branches of the California Legislature and numerous California organizations.

Mr. McClatchy is one of the best informed men in the country today on the subject of Japanese immigration, and as pub-

lisher of the Sacramento Bee he has done yeoman service for white California.

In addition, considerable literature bearing on this matter has been distributed through his efforts.

There is considerable satisfaction in the reflection that, as a rule, when McClatchy assumes an interest in a subject, it is never permitted to die of inertia, and we confidently expect to see the cause of Japanese exclusion receive a new impetus from now on.

TEACHERS AWAKENING

The following article appeared in a recent issue of the Los Angeles School Journal.

"The world has passed through strenuous periods of religious and political revolution, and is today in the throes of an industrial revolution in which the workers will undoubtedly achieve a better economic condition, a more adequate system of vocational training, and an improved social status which will redound to the benefit of mankind.

"The low social status of labor, the contempt for manual toil, the aversion to a trade as a life career, are survivals of the time when the strong and privileged were able to compel the weak and the ignorant to work for them. Long acceptance of this status both created and perpetuated the prejudice against labor which has kept the working man in an inferior economic and social status in spite of his usefulness and vital importance to the community. How profoundly the late war has changed the status of the laborer and the mechanic!

"For centuries false values have been given to the exploits of the soldier, and the brutalities of wars have been concealed beneath a halo of romance. The thrill we feel in the exploits of the hero, and the stirring influence of martial music are instincts inherited from the time when force was the arbiter of men's fate. These things, coupled with the old-fashioned homage paid to men of letters, and the conventional reverence for institutions of learning and for academic learning apart from any practical use of it, have retarded the progress of the working classes by checking independent thinking and limiting vision. We have not been accustomed to associate labor with education, because they have been divorced for centuries. Modern conditions have necessitated a larger and broader application of education. For a time educational efforts were confined to the developing of professional and commercial training to the neglect of the industrial. Conditions, however, have been changing rapidly, and the laborer, workman and artisan are coming into their rightful relations in the social order. The introduction of complicated machinery and manifold technical processes, together with the demands for better quality of workmanship, have called for higher standards of intelligence and greater efficiency, all of which have benefited the workman, the employer, and the community in general.

The foregoing is in line with the recent awakening of teachers to the realization that it is necessary for them to organize in order to obtain consideration and to maintain their standards. With the realization of that necessity has grown a better knowledge of the workers, with a fuller understanding of their hopes, aims and aspirations.

CONVENTION CALL!

The following call has been issued by the American Federation of Labor:

To all Affiliated Unions, Greeting:

You are hereby notified that, in pursuance of the Constitution of the American Federation of Labor, the Forty-first Annual Convention of the American Federation of Labor will be held at The Coliseum, Denver, Colorado, beginning 10 o'clock Monday morning, June 13, 1921, and will continue in session from day to day until the business of the convention has been completed.

Representation

Representation in the convention will be on the following basis: From National or International Unions, for less than four thousand members, one delegate; four thousand or more, two delegates; eight thousand or more, three delegates; sixteen thousand or more, four delegates; thirty-two thousand or more, five delegates; sixty-four thousand or more, six delegates; 128,000 or more, seven delegates, and so on; and from Central Bodies and State Federations, and from local trade unions not having a National or International Union, and from Federal Labor Unions, one delegate.

Organizations to be entitled to representation must have obtained a certificate of affiliation (charter), at least one month prior to the convention; and no person will be recognized as a delegate who is not a member in good standing of the organization he is elected to represent.

Only bona fide wage-workers, who are not members of, or eligible to membership in other trade unions are eligible as delegates from Federal Labor Unions.

Delegates must be elected at least two weeks previous to the convention, and their names forwarded to the secretary of the American Federation of Labor immediately after their election.

Delegates are not entitled to seats in the convention unless the tax of their organization has been paid in full to April 30, 1921.

It is, of course, entirely unnecessary here to enumerate all the important subjects with which our forthcoming convention will concern itself, but the reminder is not at all amiss that every effort must be made to broaden the field and means for the organization of the yet unorganized workers; to strive to bring about more effectually than ever a better day in the lives and homes of the toilers; to defend and maintain by every honorable means in our power the right to organize for our common defense and advancement, for the exercise of our normal and constitutional activities to protect and promote the rights and interests of the workers; to assert at any risk the equal rights before the law of all workers with all other citizens; to aid our fellow-workers against the effort to entangle the workers in the meshes of litigation before the courts in the several States; to restore and make effective in our every-day lives the principle declared in the law of our Republic (the Clayton law), "that the labor of a human being is not a commodity or article of commerce"; to arouse our fellow-workers and fellow-citizens to the danger which threatens to curb and take away their guaranteed rights and freedom; to meet and help solve the

(Continued on Page 9.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Apr. 18, 1921.

Regular weekly meeting came to order at 7 p. m., J. Vance Thompson presiding. Secretary reported shipping slack; members ashore plentiful.

R. INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

R. INGWARDSEN,
Secretary pro tem.

Vancouver, B. C., April 11, 1921.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, April 11, 1921.
Shipping dull; prospects medium.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, April 11, 1921.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, April 11, 1921.
Shipping very dull; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, April 11, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, April 11, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, April 4, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Apr. 14, 1921.
Shipping improving.
EUGENE BURKE,
Secretary pro tem.
42 Market Street. Phone Kearny 5955.

Seattle Agency, April 7, 1921.
Shipping fair.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, April 7, 1921.
Shipping slack.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, April 7, 1921.
Shipping dull.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

RUSS EXTEND POSTAL RULES

A provisional postal and telegraph convention has recently been concluded with soviet Russia by both Latvia and Esthonia. The provisions provide for communications to be sent between both Provinces and Soviet Russia by mail and by telegraph, but prohibits the transfer of money by either mail or telegraph. No convention has been concluded as yet by Lithuania, and there is no direct telegraphic or postal communication between that country and Soviet Russia.

The compulsory arbitrationist should remember that the government, like fire, is a good servant but a bad master.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

BARNUM WAS RIGHT

Considerable agitation has developed from a serial correspondence which has been carried in the New York Evening Journal by a person under the appellation of Nellie Bly. The party in question has assumed to be an authority on the topic of American seamen's rights and responsibilities, and has presumed to suggest a line of action for regulating the conditions under which the American Merchant Marine should be operated. It is noteworthy, however, that the "tempest in a teapot" is about to subside, due to the indifference and lack of appreciation on the part of the lady's intended proteges. It appears that the ungrateful (?) American seamen whose personal interests the lady seeks to guard with such parental solicitude do not seem to regard matters in the same light, or to desire such benevolent consideration.

If the lady correspondent is in need of a subject upon which to elaborate as a means of passing away an idle hour, far be it from the "gallant American seamen" to deprive her of that pleasure; but if credence is to be given to some of her ridiculous contentions we will be compelled to agree with the renowned Kipling that "the female of the specie is more deadly than the male."

We are inclined to believe that Nellie Bly, as a newspaper correspondent, should have chosen a subject upon which she was better informed. The fact that the lady has received quite a number of polite and encouraging replies from parties who might be expected to know better proves conclusively that Barnum was right; there is one born every minute.

While pursuing the even tenor of her journalistic career, Miss Bly has, no doubt, contributed greatly to popular knowledge and universal enlightenment, and has, perhaps, been one of the factors for social uplift and reform; therefore, we bear no resentment for her recent intrusion into our own sphere of industry; we only feel sorry that the well-meaning lady should so sadly misplace her energies.

Peculiar Types

The type of citizens styling themselves seamen who have been corresponding with Nellie Bly on the subject of Americanizing the Merchant Marine, are not the characters that would make any strenuous efforts to attain that end themselves. The American seamen who have confidence in themselves and their fellows, who have faith in their country and its future, are not of a type who would accept the services of a lone newspaper correspondent in their behalf. Those who will not themselves defend their calling are fit only to be failures and subjects of ostracism. Some idea of the calibre of the lady's correspondents may be gathered from the anonymous manner in which their communications were signed, to-wit: "Chief Officer," "Steward," "Chief Engineer," "American Fireman," "A Seaman," 'Only an American," etc., etc. Such titles attached to the scores of letters published from time to time in Nellie Bly's section of the Evening Journal is sufficient to warrant discredit. What guarantee exists that the writers are bona fide seamen? It is an easy matter to write fraudulent letters and just as easy to have the same published, providing they read right for the timely purpose.

Invitations Ignored

Moreover, there has been a certain amount of letter writing accomplished by real seamen. While we hate to question the zeal and sincerity of such ambitious activities, we are compelled to realize the fact that the patriotic lady has manifested a degree of bad faith, and perhaps prejudice, by ignoring altogether respectful communications and valuable information given her repeatedly by bona fide organized seamen in New York.

Courteous invitations to visit the various headquarters of the Seamen's Unions and investigate conditions as they actually exist have not been accepted, for what reason we might be at a loss to understand if it were not for the fact that Miss Bly's sudden interest in an American Merchant Marine comes at a crucial period and is somewhat belated. The lady should have begun operations about thirty or forty years ago, when there were very few Americans at all numbered amongst those present in the Merchant Marine; when to go aboard an American ship was to relinquish all rights as a citizen or freeman.

An Hysterical Outburst

In a particularly patriotic explosion, Miss Bly dramatically exclaims, "If the American seamen are to be a power sufficiently strong to prevent their being discriminated against, they must band together and form an association of real American seamen. They must resign membership in all institutions and associations where foreigners and aliens are admitted to membership." Some idea that, for men who are expected to be at home in any port of the world.

Where Education Fails

It would be worse than useless to attempt enlightenment of Miss Bly regarding the historic efforts of the Seamen's Union to gain emancipation and Americanization for seamen in American vessels during the past thirty-six years. None are so blind as those who refuse to see, and since the worthy lady has refused to investigate the real situation, we must leave her a victim of blissful ignorance or wilful deceit.

We, therefore, believe it is just as well that we forget the Miss Bly methods and attend strictly to our own knitting, i. e., organizing and educating genuine seamen for the Americanization and perpetuation of our Merchant Marine and naval forces.

J. H. W.

HONEST CRITICISM

Turning from Nellie Bly's unknown correspondents, it is refreshing to read a protest from a real American seaman on the subject of alien seamen in the Merchant Marine.

The following letter reprinted from the New York Herald of April 7, is a straightforward expression of opinion.

Furthermore, it is plainly signed and dated by the correspondent himself, and is, therefore, worthy of credence:

"To The New York Herald: Sailors are born and never made. I have gone to sea since I was thirteen, which was in 1896, and have sailed on American ships ten years, and all the American-born sailors I have met in this space of time I can count on the fingers of one hand.

"The reason our new Merchant Marine is so far a huge failure is the absolute incapacity of our deck and engine departments to perform their duty right. Brand new ships that sailed from home in perfect condition are compelled to put into foreign ports every few days on account of engine trouble, the repair of which costs thousands of dollars. This could be avoided if capable mechanics were aboard.

"Our mates yearly waste enough deck supplies to suffice a vessel for several months. Our agents in foreign ports are unable to get freight for our ships, while no difficulty is experienced by foreign agents in getting cargoes for their ships.

"I never personally heard a word of praise spoken in behalf of our new would-be seamen, and I certainly must say that they are anything but desirable to have on one's ship. The British Merchant Marine obtained its present position while employing a large percentage of foreign, but skilled and not too finicky, sailors and officers. Although believing in America for Americans, I cannot refrain from saying a good word for the practice of employing foreign help on our ships.

"JOHN M. GARETT.

"New York, April 6."

We are not personally acquainted with Mr. Garett, but his experiences must have been similar to ours, since his conclusions coincide so nearly with our own.

It should be borne in mind by those inclined to take (Miss) Bly seriously, that alien-born seamen have been the only survivors of the American Merchant Marine since the decade before the Civil War. It was alien-born seamen who founded and developed the Seamen's Unions and abolished the pernicious crimping system in the United States, and it was the constant and insistent agitation of the Seamen's Unions extending over a period of more than thirty years that emancipated American seamen from the onus of ancient serfdom, freed them from unspeakable tyranny and oppression, secured for them humane conditions and human treatment, both ashore and afloat, and made it possible for American boys to go to sea without loss of character, prestige or self-respect.

Many of our alien-born seamen, who have sacrificed the best years of their lives for the improvement of the American Merchant Marine and the uplift of its personnel, when no others were interested, certainly deserve to be honored by a favorable American sentiment.

They are the best and most indispensible sailors in the service today, and there are no truer patriots in the United States.

J. H. W.

COURTS USURP POWER

By HON. WALTER CLARK,
Chief Justice of the Supreme Court of North Carolina.

The jurisdiction conferred on the Supreme Court by the Constitution, Art. III, is small, and then follows: "In all the other cases before mentioned, the Supreme Court shall have appellate jurisdiction, both as to law and fact, with such exceptions and under such regulations as Congress shall make."

The inferior courts are "ordained and established" by Congress, which must prescribe the limits of their jurisdiction. The claim of supremacy by the judiciary over its creator is, therefore, not authorized. It is asserted that it is "necessary to the independence" of the judiciary. In fact, it is the assumption by it of supreme, irresponsible and autocratic power.

Of course every department of the Government takes an oath to support the Constitution. But the supreme power to review whether they do or not is reserved to the people, and is nowhere given to the judiciary.

If Congress disobeys the Constitution, the members of both the House and Senate are chosen by the people and can be reviewed at the next election.

If the President disobeys the Constitution, he is chosen by the people, and his acts can be reviewed at the next election.

If the judiciary do an unconstitutional act they are not chosen by the people, and cannot be reviewed at the next election. That they have acted unconstitutionally has been held by themselves in reversing the legal tender decision; in the income tax decision; in the ten-hour case (Lochner case), virtually reversed in the Adamson law, and in other cases.

In the income tax case the last decision was wrong, and it required eighteen years to get the evil corrected by constitutional amendment, and in the meantime that one vote by one judge transferred three millions of dollars taxation from the predatory rich, and placed it upon the producing classes of the country.

Is it not worth while to prevent other abuses by an irresponsible court, a bare majority of whom may again, as so often in the past, mistake their own economic views for the Constitution?

The first usurpation, in "Marbury vs. Madison," during the incumbency of Chief Justice Marshall, was made by an obiter dictum in the Marbury case, as follows:

In laying the foundation of the Constitution there began the trouble between the free and slavery system of labor, which was a continuous struggle down to 1861. It was compromised by the Constitution giving three-fifths of a vote to slave owners as representatives of their slaves. It was recognized that by the increase of the white vote at the North, as well as by immigration, the South would soon lose control of the House, and that it would ultimately lose the control of the Senate, though for a long time the parity was kept up by always admitting a slave State and a free State at the same time. On the admission of Missouri in 1820, we came near a dissolution of the Union. The Mexican war was largely caused by an effort to maintain the political equality of the slave State in the Senate.

For a long time the South held the presidency by nominating a "northern man with southern principles," but when Lincoln was elected it was seen that that could not be relied on.

The Marbury vs. Madison decision was simply "throwing an anchor to windward" by giving to the Supreme Court power to invalidate any action of Congress, though approved by the President, which would jeopardize slavery, and which would thus make the court a third line of defense that would last the lifetime of the judges. This was shattered by the hostile reception given the Dred Scott case, and the results of the Civil War. The contest for slavery made the South "a section apart," and the waves have not yet entirely subsided. They have a proverb in wind-swept Spain, a land of windmills, "Though the mills are down, the winds are blowing there still."

Marbury vs. Madison having been thrown up as a bulwark for the slavery trust, when the fourteenth amendment was passed with a provision intended for the protection of the emancipated negro (which it did not affect), the interests caused by the war through the new appointees from time to time on the Supreme bench secured for themselves the construction by the court of newer and deadlier theory than Marbury vs. Madison, which was outworn. As to the reconstruction acts, Congress made the court stand off. But as the court is appointive, and for life, the people have no hand in choosing them, and no power to review them, and if their assumption of the supreme and ultimate power of review of the action of Congress shall continue to be substituted for that of the people, then aggregated wealth, following the example of the slavery dealers down to 1861, have the irreviewable power to control the Government and set at naught the will of the people on all public questions.

When the Marbury vs. Madison decision was rendered, it was at once denounced by President Jefferson as an usurpation unwarranted in the Constitution, and when it was repeated fifty-four years later in the Dred Scott case, it was as vigorously denounced by Abraham Lincoln, and these men were, respectively, the very chiefest of the apostles of the two great parties now before the country.

MORAL: TIE THE BULL

Down in Latin America it is the ambition of every youngster to be a great bull-fighter. In Mexico the hero niches in the hearts of the public, which are occupied in this country by Jack Dempsey and Benny Leonard, are filled by Rodolfo Gaona and Ernesto Pastor. Pastor's income is probably $500,000 a year, but he does not make his money easily or without danger.

During a recent bull-fight in Mexico City, at which President Obregon occupied the presidential box, Pastor escaped death by a hair's breadth. The matador had spoken his brindeis, the little speech always addressed to the President in which the swordsman asks permission to kill the bull. He had stepped out into the arena with his sword and little red flag, the muleta. The bull had charged a dozen times, but had not been maneuvered into a favorable position for the final stroke, when President Obregon decided it was time to go home.

As he rose, the band, as is the custom, broke into the Mexican national air. The audience rose as one man, removed its hat and stood silent. Pastor faced the President, drew himself up to attention, and raised his sword in salute. All were immovable except the bull. He did not understand music. On the far side of the arena he began to paw the ground, snort and switch his tail in rage. The bandmaster, a humane man, quickened the time of his musicians until they were playing the solemn hymn like a jazz orchestra, but the bull would not wait. With a bellow of rage he charged at Pastor. The matador never moved, and it became a race between the bandmaster and the bull. The bandmaster finished first, and Pastor, as the last note of the national anthem sounded, leaped aside and sprinted to safety.

CONVENTION CALL!

(Continued from Page 7)

vexatious problems of peace and reconstruction; to emphasize the dominating and determining economic character of our movement, and to carry on such political action as the interests of labor will warrant and the trade union movement has directed; to withstand and overcome the bitter antagonism now so rampant to undermine and to destroy the greatest constructive force in our Republic, the American labor movement, for indeed, now, more than ever, "this is the time that tries men's souls"; these and other great questions of equal importance will, of necessity, occupy the attention of the Denver convention.

Therefore, the importance of our movement, the duty of the hour and for the future, demand that every organization entitled to representation shall send its full quota of delegates to the Denver convention, June 13, 1921.

Credentials

Credentials in duplicate are forwarded to all affiliated unions. The original credential must be given to the delegate-elect and the duplicate forwarded to the American Federation of Labor office, A. F. of L. building, Washington, D. C.

The Committee on Credentials will meet at the headquarters of the American Federation of Labor six days previous to the opening of the convention, and will report immediately upon the opening thereof at Denver, hence secretaries will observe the necessity of mailing the duplicate credentials of their respective delegates at the earliest possible moment to Washington, D. C.

Resolutions—Time Limit

Under the American Federation of Labor Constitution, resolutions of any character or propositions to change any provision of the constitution, cannot be introduced after the second day's session without unanimous consent.

Grievances

Under the law no grievance can be considered by the convention which has been decided by a previous convention, except upon the recommendation of the Executive Council, nor will any grievance be considered where the parties thereto have not themselves previously held conference and attempted to adjust the same.

To understand clearly the significance of compulsory arbitration in the interest of the public we have but to recall Æsop's fable of the monkey, the cat, and the cheese.

WASHINGTON LETTER

(By Laurence Todd)

Britain's vast strike demonstration, which at the time promised to include over five million men, put new confidence into the tone of the trade unionists of America.

Discussion of the railroad shop agreement and the proposed wage-slashing in the railroad, merchant marine, building trades and other lines has noticeably changed since the British miners threw down their picks and challenged Premier Lloyd George. The drive of the "open shop" fanatics, already slowed, has been stopped. American labor is going to stand and fight. Presently, it is going to counter-attack. The tide has been turned, and the example of the British coal diggers has done it. Bob Smillie, veteran leader of these miners, who has just retired, may well rest content in the proof that his gospel of emancipation has not failed.

President Harding, who was apparently persuaded that the national agreement covering the railroad shop and maintenance services could not be maintained, seems to see a new light. He has talked with Garretson, Jewell, Stone, Carter and other labor chiefs, and has had a full report on the conference held in New York between the spokesmen of the railroad bondholders and the unions. He knows now that the question is not one of pleasing the Garys and Atterburys, who clamor for the "open shop," but one of saving the credit of the railroads from disastrous collapse.

Insurance Companies Interested

Mr. Harding has learned that the life and fire insurance companies, representing millions of policy-holders, have lent $12,000,000,000 on the railroad properties, through the purchase of railroad bonds, and that the insurance companies now realize that the railroad managers are "milking" the properties for their own benefit, and to the infinite damage of the holders of insurance policies.

When President Smith, of the New York Central lines, said that the problems of railroad management were "none of the business" of the bondholders, the insurance men got very angry indeed, and replied that since they had loaned more money on the roads than the roads now seem to be worth—if dividend earning power is any index of worth—they would have a great deal to say about saving the properties.

As the insurance heads view the matter, Judge Gary and the Morgans and their corporate following have determined to wreck the whole financial structure of the railroads and the insurance companies, if necessary, to gratify Gary's hatred of unionism. The insurance men feel that this game does their business no good. They are going to try to reach an agreement with the railroad labor organizations which will be laid before President Harding for his endorsements, which will save their investment and restore dividends.

Plumb Plan Approaches

It is understood that their plan is that there shall be established a United States Railroad Corporation, which shall own all the railroads and shall operate them as four separate district units, within the boundaries of the four rate-making districts fixed by the Interstate Commerce Commission. The bondholders, the management and organized labor shall be equally represented on the board of the corporation—thus recognizing the central principle of democratic control contained in the Plumb Plan. However, the Government is not, at present, to buy the roads. It is merely to guarantee their dividends after getting further control over their operating policy.

Every step toward consolidation is welcomed by the sixteen railroad labor organizations. They know that there can be but one end to the retreat of the investors. The Government will be asked to take over the bonds and stocks when the dividend-guaranty scheme falls down. They see the realization of the Plumb Plan nearer today than ever before, and they are not inclined to discourage any negotiations which will convince the insurance companies and the Administration that an agreement mutually satisfactory can be reached.

Open Shoppers Determined

Gary and Atterbury and the Morgan interests are redoubling their efforts to hold the railroad companies in line for a finish fight against labor. Gary would prefer to see the unions smashed at the expense of railroad stockholders and insurance policy-holders, while the United States Steel Corporation gets the benefit of their sacrifies in the industrial war. Many congressmen and senators are coming back to Washington for the special session, primed with anti-labor propaganda of the most extreme and absurd variety. They will put hundreds of thousands of words of this anti-labor discussion into the congressional record. For of all citizens, your member of Congress is the last to discover that a concrete issue such as the future of the railroads must be settled by agreement between the interested parties. He swallows the Gary propaganda whole, and without question.

Action Uncertain

It is possible that the election of Representative John I. Nolan, of San Francisco, as a member of the Republican steering committee in the House may result in a better understanding of the minimum program of organized labor by the majority in the lower branch of the new Congress. Nolan is also chairman of the Committee on Labor. In the two positions he can exercise a restraining influence on the anti-union members in the councils of his own party and in the House itself. Thus far the Republicans in Congress have shown no desire to understand what labor wants, nor any ambition to improve industrial relations.

Pending the conference which President Harding was asked by the heads of the railroad labor unions to hold, for the discussion of a plan for renewing the national agreement, there is to be a conference at the offices of the A. F. of L., for discussion of a legislative policy on the railroad situation. The sixteen standard railroad labor unions and brotherhoods are represented. Decision will be made as to the measures which railroad labor, backed by the A. F. of L., will submit to the House and Senate. The character of these measures will depend upon what the railroad managers and the administration may propose.

Unemployment Intensifies

Employment conditions are not improving. The United States Employment Service has issued a report covering 1,424 firms employing normally 501 persons or more, and located in sixty-five principal cities, having in their employ on February 28, 1,612,611 persons. On March 31 these firms employed only 1,587,786 persons, or a net decrease of 1½ per cent for the month.

This report is in line with reports from the Federal Reserve Board and from commercial organizations, which show that business is still on the down grade, that banks are in worse position than at the end of February, and that the masses of the people are steadily using up their savings while waiting for the "captains of industry" to lead them back to prosperity and a higher standard of living. The building trades are now feeling the effects of the hard times, and many contractors are trying to launch a general attack on wages and hours in the industry, although with small success. The coal miners are not directly menaced; they have the problem of unemployment in place of the strike or lockout this spring. No strain has thus far been put upon their organization except in the meeting of demands to tide over the idle period.

Postmaster-General Hays has met with a delegation of the National Federation of Post Office Clerks, and discussed with them their grievances and their program of betterments of the service. He gave no pledges as to the reinstatement of men dismissed for union activity, nor did he agree to enforce the eight-hour law to reduce overtime work. But he assured President Hyatt and Secretary Flaherty and their associates that he would give these points his best and most sympathetic study, and would act as soon as he had the facts sifted. They were favorably impressed by his replies to their questions. Hays is waiting for the selection of his second and third assistant postmasters-general, and his solicitor, before outlining any definite policy toward the organized employes.

Commissioner General Husband, of the Bureau of Immigration, and Special Assistant Attorney-General Hoover, in charge respectively of deportation and prosecution of "dangerous aliens," announce that there will be no May Day scare nor May Day raids on labor parades this year. The new administration seems to have decided that the country is tired of false alarms, class hatreds and persecutions of labor organizers at the bidding of anti-union corporations.

During the year 1920, 3101 steam vessels and 177 sailing vessels entered the port of Rio de Janeiro, Brazil. The distribution of the steam vessels by nationality follows: Brazilian, 1142; British, 754; American, 431; French, 191; Italian, 135; German, 14; Spanish, 6; Spanish-American, 20; Japanese, 43; others, 365. Of the sailing vessels, 160 were Brazilian, 7 American and 3 British. During the same period there were cleared from the port a total of 3205 vessels, of which 3025 were steam vessels. The total number of arrivals during 1919 was 2480, of which 2190 were steam vessels. Of these 240 were of American registry. This total was divided between 207 steam vessels and 33 sailing ships.

WEEKLY NEWS LETTER.

(Continued from Page 3)

gress to repeal the law instanter if the lake passenger business is to be saved from ruin and decay. One of the grievances is the cost of maintaining lifeboats. The law does not compel life-saving apparatus for every passenger who sails on these inland seas, but the provisions as they exist are too expensive, saith these business men, who insist that the lifeboats take up too much room and interfere with revenue-producing passengers.

A. F. of L. Aims

From the inception of the American Federation of Labor it has taken the stand that while unions for the various trades and callings must each and all be left entirely free to govern themselves within their own borders, yet between the members of all these unions there should be a bond as great as that between the members of the same organization, and it is the aim of the A. F. of L. to strengthen that bond by organization, and by education and inculcation of the feeling and consciousness of unity of interest and solidarity to place the labor movement upon a higher and more effective plane. It seeks to organize the yet unorganized workers, the skilled and the unskilled, the permanently located and the migratory.

The A. F. of L. holds that whatever a man may be, so long as he works honestly and seeks to wrong no other man or to advantage himself at the cost to another, and seeks to maintain this standard regardless of how any toilers may happen to be employed, he is a man. Though the A. F. of L. does not advocate strikes, yet it encourages them when all other means to obtain justice for the toilers have failed. It urges that the workers, when struck, strike back as best they can. Though strikes do not always win, even those alleged to be lost at least induce employers to forbear in the future and teach them a lesson they do not readily forget; namely, that labor is the most important factor in production and entitled to a voice in the question of wages, hours, and conditions under which work shall be performed.

The A. F. of L. stands as the most potent factor in all our country in defense of the right of free assemblage, free speech, and free press. It endeavors to unite all classes of wage-earners under one head through their several organizations with the purpose in view that class, race, creed, political, and trade prejudices may be abolished, and that moral and financial support may be given to all. It aims to allow, in the light of experience, the utmost liberty of each organization in the conduct of its own affairs consistent with the generally understood practice of the identity and solidarity of labor.

The A. F. of L. establishes intercommunication; creates agitation and educates not only the workers but the educators. It is in direct correspondence and conference with the representative workers and thinkers the world over. It urges the interests of the toilers in Congress, State legislatures, municipal legislative bodies, administrative offices, and judicial agencies. It initiates measures in the name of labor and liberty, and decides upon acts according as they benefit or are calculated to injure the masses of the people. It has secured vast relief from burdensome laws. It seeks and will achieve freedom and justice for all.

It encourages and has largely achieved the interchange of ideas, ideals, and methods. It seeks to cultivate mutual interest, and to secure united action to announce to the world the wrongs and burdens which the toilers have too long endured. It voices the aims and hopes of the toiling masses. It asks and demands the co-operation of the organizations, co-operation and affiliation of all wage-workers who believe in the principle of unity, and that there is something better in life than long hours, low wages, unemployment and all that these imply.

The A. F. of L. endorses as basic these economic principles: That no trade or calling can long maintain wages, hours, and conditions above the common level; that to maintain high wages all trades and callings must be organized; that lack of organization among the unskilled vitally affects the skilled, whether organized or unorganized; that generally organization of skilled and unskilled workers can be accomplished only by united action—federation; that the history of the labor movement demonstrates the necessity for the union of individuals, and that logic implies a union of unions—federation.

The A. F. of L. urges the concentration of efforts to organize all the workers within the ranks of the organized, fair and open contest for the different views which may be entertained upon measures proposed to move the grand army of labor onward and forward. In no organization on earth is there such toleration, so great a scope, and so free a forum as within the ranks of the A. F. of L., and nowhere is there such a fair opportunity afforded for the advocacy of a new or brighter thought. The A. F. of L. affirms as one of the cardinal principles of the trade union movement that the working people must organize, unite, and federate, irrespective of creed, color, sex, nationality or politics. In the language of the late William E. Gladstone, "trade unions are the bulwarks of moderate democracy."

The A. F. of L. stands unalterably for the abolition of all forms of involuntary servitude and devotes its time and efforts to making every day a day of a better life.

The trade union movement fosters education and uproots ignorance; shortens hours and lengthens life; raises wages and lowers usury; increases independence and decreases dependence; develops manhood and balks tyranny; discourages selfishness and establishes fraternity; induces liberality and reduces prejudice; creates rights and abolishes wrongs; lightens toil and brightens man; makes the workers' workshop safe and brighter; cheers the home and fireside, and makes the world better.

The union label is an appeal to principle—principle that is above price; the principle that a dollar expended in the maintenance of fair labor is worth more in the end than a dollar saved at the bargain counter.

The man who knows least about the strike talks loudest about its evils. The man who knows most about the strike most clearly perceives the "soul of good in things miscalled evil."

How can we expect another to keep our secret if we cannot keep it ourselves.—La Rochefoucauld.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
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EASTERN MARINE WORKERS' ASSOCIATION
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Phone Cadillac 543
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SOUTH CHICAGO, Ill. ..... 3308 E. 92nd Street
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Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

BRITISH COLUMBIA STEWARDS' UNION
FRED WALSH, Secretary
VANCOUVER, B. C. ..... 311 Hastings Street, West
Room 2. Phone Seymour 3976

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Deck Street, Bellingham, Washington

Labor News

At Albion, Mich., the cigarmakers have been notified of a reduction in wages of $2 for each one thousand cigars manufactured.

By a vote of 513 to 6, employes of the Hazard Manufacturing Company of Wilkes Barre, Pa., refused a wage cut and suspended work.

Suspension of copper production, effective immediately, has been announced by E. G. Dean, general manager of the Superior and Boston Mining Company. Approximately fifty men will be retained for development work, it was announced.

At Canton, N. C., the Champion Fibre Company is attempting to re-establish the eleven and thirteen-hour work day. Trade unionists throughout the State are developing a public opinion against the abandoning of the shorter work day by this concern.

At a recent conference of the Wisconsin State Federation of Labor, the executive board was instructed to carry on an educational campaign among workers to show that anti-union propaganda is paid for by funds amassed by reducing the wages of non-unionists.

Building contractors of Philadelphia are taking full advantage of the present unemployment situation by cutting the wages of their unorganized and unskilled workers from 50 cents per hour to 35 cents per hour, and in some instances as low as 30 cents per hour.

As a result of the work of the Minimum Wage Board of the District of Columbia, women employed in the business establishment of the national capital have received an average wage increase of 38 per cent, according to Miss Ethel M. Smith, member of the wage board and legislative secretary of the National Women's Trade Union League.

Eastern railroads appearing before the Railroad Labor Board, April 18, opened their drive for sweeping wage reductions for all unskilled labor and, in some instances, for shop and train service employes. Over the protest of the labor organizations, the board decided to proceed with the consolidated wage hearing of disputes certified by ninety-three railroads. The board decided to proceed, although there are three vacancies due to the fact that Congress has not yet confirmed President Harding's appointees and that one member is absent. Five members, a quorum, remain, however. Scores of exhibits, most of them dealing with the cost of living and wages for similar labor in other industries were filed as carrier after carrier laid its evidence before the board. Nearly two score roads had finished their presentation when the session adjourned. Following a protest earlier by the employers, the board had extended the time limit for each side's testimony to five days of five hours each. The board ordered the St. Louis Southwestern Railroad to restore the positions and pay of section foreman and track laborers, who went on strike in protest against a reduction in their wages, to the status of last July 20. The board also ruled that the men should receive back pay during the time they have been out, minus the amount they have earned by personal service in the meantime. The decision was based on the ground that the road had violated the board's wage decision.

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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Elnar
Erikson, Lars
Ekengren, Olaf
Erikson, Nils
Eklung, Victor
Edvordsen, John
Elsted, John
Edvords, Louis

Forbes, Frank M.
Fugman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
Grau, Axel
Grundin, Ed.
Gulliksen, Amandus
Gangarod, Karl
Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Hegrum, Louis
Hailey, Wm.
Hagen, Harald
Henley, Geo. S.
Halvorsen, Karl
Hansen, Martin
Holman, K.
Harper, Earl
Hood, Hans
Harms, F.
Heiling, Jack
Halmin, Wm.
Helmqvist, Elnar
Hansen, S. P.
Harper, E. G.
Hindon, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff Ole

Johnsen, Ingvald
Jensen, R.
Jensson, Dick
Jensen, John
Johnson, Elias
Jensen, James
Johanson, Matt
Johnsen, Ludvig
Johansen, Arthur H.
Jacobson, M.
Johnson, Ed. -2294
Johanson, Olof K
Johnson, G. A.
Jacobson, Torgils

Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
Jorgensen, Fred
Johanson, Henrik
Johnson, Alex
Jensen, Wilhard, E.
Johansen, Carl
Jones, A. H.
Johnson, Gust

Kallo, K.
Karlson, G. A. -1190
Krastin, J.
Kragstad, A. E.
Hoppen, Oluf
Kristiansen, Aarnt
Knudsen, Andrea
Kilkeary, Frank C.
Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Laskinen, Fred
Livingstone, Ed
Larson, Rudolf
Lucy, James
Lichtenberg, Ben
Lauritsen, P. E.
Ljungstrom, Oscar
Lee, L.
Larsen, Emanuel
Larsen, E. -1345
Lauritsen, P. E.
Leeween, A. W.
Landlung, Chas.
Lauritsen, Jack
Larson, A.
Lawersen, L.
Lieson, Wm.
Lynum, A. M.
Lutton, Theod
Lyngues, Chr.
Lund, Eric

Millard, Frank
Martinsen, Ingvald
Macleod, Alex
Molder, John
Monroe, N. S.
Mengert, Fred
Moore, Thos.
Margaard, H.
Michalson, Harald
Musch, Chas.
Mann, Albert
McPherson, James
McLean, Angus
McIntyre, L.
McCoy, J. L.
McMullen, J.

Nilsson, N. J.
Nilson, A. H.
Nolan, Janus
Nelson, Swan
Nilson, Carl -302
Nurse, A. L.
Nilson, Adolf
Nergaard, H.
Nelson, Werner
Nelson, P. A.
Nilsen, Harald
Nelsen, Peter
Nelsen, Ross
Neelsen, H. J.
Newland, Ernest
Nyhagen, Julius
Nicholsen, Ben
Nurken, Herman
Nelsen, A. B.
Nahlnan, F.
Nilsen, N. P.

Ovist, John
Osterberg, C. V.
Optedal, Caspar
Olsen, John H.
Owens, J. W.
Ogga, Ed

Pendville, N.
Pedersen, J. M.
Petersen, Bjarm
Parker, Bert
Pederson, C. E. -1286
Pedersen, Herman
Pedersen, Emil F.
Pabus, Laas
Pedersen, Ole
Pedersen, O. J.
Permin, J. C.
Pedersen, E. P.
Paulsen, O. E.

Quandt, A.

Rasmussen, Chr.
Rod, S.
Rasmussen, Peter
Rebour, Frank
Rorvik, Chas.
Randle, C. W.
Reilley, Ralph
Ross, Herbert
Ronberg, Edvard

Sandin, P.
Sater, P. Pedersen
Skag, Otto
Saderberg, Albin
Scarpa, E.
Stiffler, Roy
Sherrin, E.
Strand, Charley
Skeag, Paul
Shipley, A. M.
Steiner, F.
Stenberg, Hjalmar
Sitts, La Verne
Simonsen, S.
Sandstedt, E. H.
Seyfried, M.
Thorsen, V.
Tasel John
Towlich, Hans
Tangeros, L.
Stetson, Henry
Schrage, P. W.
Schler, T. J.
Schirmbel, Rup
Sarv, H.
Smith, Aug.
Scarlett, J.
Swansen, Axel
Salonen, Ivori
Salmar, K.
Stockburger, C.
Stidham, C. W.
Samuelsen, Hugo
Semberg, John
Swanson, J. -1013
Sandvik, H.
Teneson, J.
Tripplett, C. J.
Thorsen, Hans
Tugmen, Arthur

Thomsen, Peder
Theysen, Arthur
Unwin, H.
Wheeler, G. W.
Weikens, Henry
Wiger, John
Welson, E. W.
Willson, Walter
Westerlund, Albert
Thorsen, Hans
Torstinsen, A. J.
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SEATTLE, WASH.

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ABERDEEN, WASH.

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San Pedro Letter List.

Alfredsen, Alf. -1961
Albertson, John
Aborn, J. M.
Anderson, G. B.
Andersen. J. N.
Anderson, Oscar
Allison, Benjamin
Anderson, Charlie
Adrian, Paul -2462
Admas, Hugo
Aspe, Theodor
Anderson, Oscar -604
Anderson, Gunnar
Anderson, Harry B.
Alto, John -1349
Arakesen, Asak
Ahrenstedt, Arthur

Bersin, Jacob
Belmont, Joe
Brunyee, Charles
Bush, P.
Bock, Herman
Bridges, H. R.
Bremer, Alfred
Bono, Victor
Bordreaux, E. T.
Behrend, Fred C.

Carroll, Kenneth
Coffey, George E.
Cooper, Albert
Carlson, Dick
Carr, Robert R.
Clementsen, Alfred
Cameron, Mr.
Carlson, C. -681
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Cristen, John
Crawford, Thomas
Cormie, William
Carr, R. W.
Cordeau, Thomas S.

Dealy, Daniel
Deaver, Alvin
Desmond, Albin
Devin, J.
Daunt, C.

Eliassen, George
Edtie, George
Evans, John
Eskola, H.
Fish,Ralph
Feeley, Donald
Fugman, Arthur
Forsberg, Alfred
Fickle, Omar
Fritz, Ottmar
Folvik, Louis

Goldyn, H. W.
Gotz, Rudolf
Gunnerud, Thorvoid
Gustafson, Carl
Gustafson, Johan
Gregersen, Krist

Hannelius, Ragnar
Haggeros, Sam
Harnick, Julius
Hansen, Thorolf
Hagberg, Norman
Horner, Ambrose
Hasko, A.
Hickey, John
Hellman, Max
Hansen, Frank
Hurley, Michael
Heino, A.
Hoelland, Johnny
Hall, Robert E.
Horton, Geo. A.
Heiari, August
Hernandez, Natalia

Jeffress, Eddie
Johnsson, P. A.
Johnsson, Pete
Johansson, Albert
Johansen, Anton
Jones, Arne M.
Janson, Jack R.
Johnsen, George
Jorgensen, Knud
Johson, Oscar
Jahnke, Richard
Jacobsen, J.
Jorgensen, J.
Johnson, F. K.
Johnson, P. -2313
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Jones, Al.
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Juniper, F. P.
Jensen, Paul
Johansen, Carl
Jakkala, Maths
Jasper, Frank M.
Johansen, J. -1432
Johnsen, James
Johnsen, Gunnar
Jensen, Marius
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Johansen, John E.
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Johnsen, C. A.
Johnston, Leslie
Jorgensen, Jens Geo.
Jensen, Kristian
Johnson, Albert

Koff, Mike
Kelly, W. J.
Kramer, Otto
Kohler, Arthur
Kariam, John
Kosser, G.
Kloe, A. E.
Kluge, Fritz
Katkin, Ed.
Karlson, William
Knudsen, Andrew
Karlson, John
Kallio, Franz

Larsson, Carl S.
Loven, C.
Lind, C.
Lindquist, Emil
Larsen, Olaf J.
Lee, James
Lehan, C.
Lill, Karl
Lodersen, John
Lawrence, Bruno
Larson, C. L.
Levy, Louis
Losher, Josef
Larsson, Karl S.
Loeff, H. Van Der
Lobelos, Jose
Lindholm, Charles

Miller or Meuse
Mazzoni, William
Moritz, W.
Mullins, John
Murishneck, Walter
Martinson, I. L.
McCard, Albert
McMullen, Dan
McGhee, E. J.
Nilsen, Hans
Nelson, Ernest C.
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Nelson, C. A.
Nelson, Karl M.
Neville, Thomas
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Olsen, Edward
Ossante, Anthony
Olsen, Ole P.
Olsson, Otto
Olsen, Kristian
Olson, Olaf V.
Odom, Jackson
Olofson, Oskar
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Ovist, John
Olsson, Otto
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Portham, Matt
Paldan, Ed.
Petterson, C. V.
Pastorillan, H. K. M.
Pedersen, Lars
Peterson, Oscar E. -1558
Pahis, Jim
Potters, Bill B.

Rod, S.
Rosenthal, W.
Runge, Robert
Rand, Jacob
Roberts, J. W.
Rengsdorf, W.
Ruunska, Henry
Rokow, Steve
Reinbury, J. E. Jr.

Swenson, Ben
Svendsen, Geo. E.
Sager, W.
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Schierenbeck, K.
Siksna, Julius
Selzer, Max
Stahl, Oscar V.
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Sunde, O.
Stuhr, Olaf
Saunders, Jack
Soinila, Arvid
Spencer, Oswald
Sandberg, N. A.
Sether, S. J.
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Stoll, Ralph
Schmidt, H. T. L.
Stenroos, A. W.
Saland, Hans
Smith, Edward D.
Strasdin, Hans
Strahle, Charlie
Sakariasen, B.

Thornlund, John
Tosh, James M.
Thompson, Benj.
Turning, Einar
Tvede, Nick
Tanum, Helge
Tinsman, F. T.
Thompson, Maurice
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Vizcarra, Oscar

Woide, John
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Wilhelm, Eduard
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Wilhelmson, Karl
Wilson, John
Wright, Tom
Wennerquist, Anton
Wilson, Edw.
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Wright,Charlie
Ward, Wallace
Worthington, Asa

Yeoman, W. E.
Young, Carl
Young, William E.

Zimera, George
Zimmerman, Fritz
Zetbury, Harold
Zunderer, Theo.

Registered Mail

Halerup, Axel Johansen
Allison, Benjamin
Anderson, G.
Pinnington, H. D.
Zilla, Joseph

Packages

Costley, F. L.
Campbell, J. R.
Offerdal, Ing
Hanum, Christ
Portham, Matt
Hansen, Oscar -2171

INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic." S. B. Axtell, 9 State St., N. Y. 3-29-21

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

SAN FRANCISCO
Alaska Fishermen's Letter List.

Andersen, Ole
Andre, John
Boman, Carl W.
Boergran, John
Boyd, Frank
Carlson, E.
Damberg, August
Domenico, P.
Duke,, F.
Dalin, August
Farrington, Joseph
Groth, J.
Gustafson, Emil
Hiteskero, J. C.
Hakansen, Ingvar
Hagberg, Gust
Jakobsen, Emil
Jeffers, A.
Johansen, F. C.
Kerrigan, G.
Karlkromoni, Steve
Kelth, Manlius
Kjerdalen, Ole
Kristoffersen, H. O.
Leonard, Heber
Larsen, Theodore
Levele, Ed.
Malmsrom, F.
Mickelsen, P.
Miller, J. A.
Mikelsen, M.
Marcilane, R.
Marcilane, H.
McDonald,
McNiell, Ross
McVicar, Geo.
Nelson, Clark
Olson, Carl
Osterman, John
Pettson, W.
Pherson, Donald
Petersen, Louis
Parone, S.
Perunin, Christian
Smith, R.
Schultz, Walter
Shivers, D.
Strickland, G.
Skooba, Nils
Tennisen, Peter
Widell, Julius

Registered Letters

Meyer, Hans
Rassmussen, P.
Strusk, John Walentine

INFORMATION WANTED

Checks are now available for the members of the crew of the S. S. "Windber," for salvage services rendered against the S. S. "Elkton," in November 17, 1919. The following members are requested to call or communicate with owners, the Pacific American Fisheries, South Bellingham, Wash.:

Aspostal, C. Frederickson, F. W.
Grant, P. Jacobsen, O.
Samuelson, H. Wallace William

Mrs. John M. Eshleman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda County this spring, 1921. 2-16-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

Peter Ronald, a native of Norway, age 56 years, injured while acting as a boatswain on board the S. S. "Ahala" on August 22, 1919, at Hartlepool, England. Anyone knowing his whereabouts will please communicate with S. B. Axtell, New York City. 12-8-20

John Wallin is anxious to ascertain the whereabouts of Harold A. Lincoln and J. Peed, whom were with him on the Bark "Moshulu," at Melbourne, Australia. Kindly communicate or report at your earliest opportunity with his attorney at 676 Mills Building, San Francisco, Cal. 4-6-21

Thos. A. Jones, 720 N. Lancaster Avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Anyone knowing the whereabouts of Robert J. Philpott will please notify his mother, Mrs. Philpott at 547 East Julian Street, Savannah, Ga. Philpott's father has died, and his mother is anxious to have him return. 4-20-21

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

Domestic and Naval

Prohibition against the shipment of arms and munitions to any country, where they might be used for revolutionary purposes, has been asked of Congress by the State Department.

Forty-five aliens, for whom deportation warrants are held by Federal officers in Detroit, have disappeared. The aliens have been at liberty under bond since shortly after their arrest in the Department of Justice raids more than a year ago.

Icy battalions from the Polar seas have moved south to latitudes in the North Atlantic that correspond with Boston and have forced the moving of trans-Atlantic steamship tracks 180 miles south of the usual lanes at this season.

The Northwestern Towboat Owners' Association has addressed a communication to Secretary of Commerce Herbert Hoover, suggesting that the forty wooden hulls now moored in Lake Union, the Seattle inner harbor, be used as lightships at Puget Sound and North Pacific coast points.

The United States means to establish and maintain a great merchant marine. Private monopolies tending to prevent the development of needed facilities should be prohibited. Government-owned facilities wherever possible, without unduly interfering with private enterprise or governmental needs, should be made available for general usages.

Immigration officials at Ellis Island have been notified by Charles Recht, attorney in charge of Russian Soviet interests, that no additional deported Russians would be admitted to Russia until further advices from Soviet officials. This will check the Government's plans for the deportation of thirty-five Russian extremists scheduled to leave in the near future.

Long-distance flights, which will cover practically every section of the country, are being planned by the Navy Department with the big dirigible "ZR-2," which is now nearing completion in England, and is expected to arrive in the United States early in July. The flights will be largely experimental, to determine the feasibility of the use of rigid airships for commercial purposes. The "ZR-2," nearly the size of the British naval "R-34," which recently made the flight to the United States and return, will be flown across the Atlantic by an American naval crew.

Western Alaska is offering a life-sized kick on inadequate mail service. A small boat, the "Venus," is operated out of Seward to the west and the Aleutian Islands on an irregular schedule, and with a capacity of only nine passengers, by a Portland shipping man, who has the Government mail contract. Service has been poor ever since the "Dora," operated by the Alaska Steamship Company, was pulled off the run because of failure to bid lowest on mail service. Seattle men are understood to have a four-hundred-ton boat for the service if the Government will pay adequate compensation for mail service. Trips once a month during the winter, and once every two weeks in the summer, are promised if Congress will take necessary action. Western Alaskans say poor mail and passenger service is strangling that part of the Northern territory.

Domestic and Naval

The "Scorpion," veteran warship of the Spanish-American War, interned when the United States joined the Allies, and now Admiral Bristol's flagship, has been ordered sold by the Navy Department.

During the month of March, twelve new shipping concerns were organized with an aggregate capitalization of $5,650,000. This compares unfavorably with companies organized for the same period last year, with an approximate capital of $61,850,000.

The three vacancies on the Railroad Labor Board have been filled by President Harding by the nomination of Walter L. McMenimen of Massachusetts, deputy president of the Brotherhood of Railway Trainmen, to represent the labor group; Samuel Higgins of New York, former general manager of the New York, New Haven and Hartford Railway, to represent the management group, and Ben W. Hooper, former Governor of Tennessee, to represent the public group.

Only a slight decrease in shipbuilding is shown by the last returns issued by Lloyd's Register, when the figures are compared with those of the preceding report. The apparent decline in figures is said to be partially due to the fact that the work is not carried on at the same speed as formerly. An increase in motor vessels over sailing ships is shown in the quarterly issue of the register.

The SS. "Col. Bowie" foundered in the Gulf of Mexico last week, and at first it was feared that nineteen of the crew had been lost. Later advices reported the rescue of thirteen persons. The exact casualties are not known at present date.

Ten wooden freighters, originally built as steamships by the United States Shipping Board, have been converted into sailing vessels, according to a report by the division of operations of the Shipping Board, a total of 211 wooden ships having been sold. Of this number, however, sixty-one were tugs. Five wooden steamers, tied up for some time in foreign ports, are now said to be laid up at Norfolk, and twelve similar vessels have been bought by private corporations. Of the entire fleet of three hundred wooden ships, only fifteen are at present listed as active.

According to press dispatches the Argentine Government is evidently determined not to intervene in the "Martha Washington" incident despite protests from the United States. Members of the Cabinet are playing chess with American Government representatives, the foreign minister referring them to the finance minister, who, in turn, insists that the case must be decided by President Irigoyen. It was stated in the foreign office this morning that Foreign Minister Pueyrredon has gone to his country estate, and had not left anyone authorized to act. The undersecretary of foreign affairs stated that he knew nothing of the "Martha Washington" except what he had read in the newspapers despite the fact that the United States Embassy had sent a strong note to the Ministry, repeating the verbal protest, requesting an immediate reply. Persons near the Government appear to think that the strongest United States step would be not to permit Shipping Board vessels to call at Buenos Aires.

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Member of the Federal Reserve System
Member of the Associated Savings Banks of San Francisco

MISSION BRANCH, Mission and 21st Streets
PARK-PRESIDIO DISTRICT BRANCH, Clement and 7th Ave.
HAIGHT STREET BRANCH, Haight and Belvedere Streets

DECEMBER 31st, 1920

Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Aalto, Henry
Adamsson, John -4144
Albright, Harry
Aho, Jack
Ames, M. M.
Anderson, E. P.
Andreassen, John
Andersen, W. E. M.
Andersen, Oscar
Anderson, Joseph
Anderson, Nels F.
Anderson, O. A. -604
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Andreassen, Arne
Anderson, K. O. H.
Arthur, S.
Araneda, Peter
Aso, Gustav

Baardsen, Hans
Bading, Gustaf
Baker, B. A.
Bandel, Curt
Berglund, Erik
Best, D.
Bergqvist, John W.
Berling, Fredrick
Bettis, F. J.
Birk, Louis
Bjorseth, Einar
Blixt, Gustav
Bliss, L. N.
Blomquest, Eric
Blomgren, Adolf
Bolton, Vernon I.
Braithwaite, E.
Burke, Andrew
Brand, Gustav
Branigan, L. J.
Brennan, Michael
Bridges, H. R.
Brookes, James
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Byrne, Michael

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Carlsson, C. -1601
Christansen, L. P.
Christensen, H. C.
Christensen, C. D.
Clark, Fred W.
Clark, Chas. R.
Cobb, R. H.
Correro, Tom R.
Cornish, C. A.
Crawford, Clarence
Cumalat, J. H.
Cuthbert, W. H.

Daly, Richard W.
Daly, Anthon M.
Danielson, Harry
Denberg, Harry van
Deans, C. S.
Desmond, Leo
Dinteren, John
Dobbelaar, A.
Dollman, H. F.
Duffy, John

Ellefsen, Thorleif
Elliott, Arthur W.
Engstrom, Mathias R.
Eriksen, Emanuel
Eriksen, Karl H.
Erikson, Sven
Espinoza, Juan
Esplund, Fred
Evensen, Martin
Evensen, Peter
Evardsen, John
Even, Frank

Falzan, Alfreda
Fellman, Geo.
Flolman, G. J.
Ford, D.
Forrest, John
Fostervold, Kaspar
Fousse, F. J.
Folke, Harry
Franzson, C. E.
Francis, C. H.
Friz, O.

Gavrilow, Theo.
Gamnill, W. B.
Gilbertsen, Andrew
Goedecke, F. W.
Granberg, John
Grienne, F.
Gundersen, Tybrig
Gudde, Willem

Hall, R. E.
Handrup, Axel
Hanson, James
Harris, Thos. L.
Hawkins, Fred
Hallett, L. B.
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Hansen, Oskar
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Love, Ralph S.
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Lovet, Jean
Lundqvist, Frank E.
Ludvigsen, Arne

Manzano, Luis
Markman, Harry
MacLeod, N. A.
Malmstrom, E.
Mathiesen, Jack
Matson, Henry
Mahaffey, C. R.
Mathels, Herman
Mattos, M. D.
McManus, Peter
McNeill, D. R.
McLean, D.
McLean, James A.
Mikkelsen, Olaf
Miller, Winford
Monsen, Birger
Moe, Harald
Moore, Martin
Moberg, Alf.
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Mustak, J.

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Olson, Stanley
Onno, Tobias
Ortega, Cresencio
Ornell, Gothard
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Osterberg, Hj.
Osterlund, Albert
Ostlund, John
Ottem, Aksel

Paksis, T.
Pedersen, Eysten
Peterson, Arthur F.
Pedersen, W. -1535
Petterson, K. -1695
Pedersen, Henry A.
Pehrson, Aksel
Petersen, Hilmar A.
Peterson, Henry
Peterson, Frank G.
Petterson, O. -1551
Petterson, Oscar J.
Philpott, R. J.
Pippione, Joseph
Porthan, Matt T.
Premio, C.
Prush, A.

Rasmussen, Hans
Rasmussen, T. H.
Raymond, F. M.
Raymond, Louis
Reed, Frank
Reddy, Raymond
Reiersen, Johan
Rengsdorff, W.
Risu, Eino
Riesbeck, Hj.
Rodriques, Antonio
Rohman, Geo.
Roghich, Giovanni
Rosen, Valf.
Russell, Robert

Savage, Roland
Salberta, John
Sandell, Ernest L.
Saric, Mark
Sarin, Chas.
Scanlon, David P.
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Schmelh, Paul
Schmidt, Herman
Schutte, Richard
Selenski, Franz
Seevers, Howard L.
Sergo, A.
Sinnes, Knut
Sjoberg, Gunnar
Sjolander, Bertil
Sjolander, J. B.
Skogman, Wm.
Smelting, M.
Smart, L. C.
Smedsvik, Olaf B.
Sobel, Ralph
Solberg, Rolf
Sorensen, Edvin
Sschysler, C. M.
Staff, Chas.
Stall, Ralph
Stanford, John
Steele, Henry D.
Sterchi, John
Stienberg, John
Stier, Herman
Stinning, John
Stone, M. C.
Stranberg, Elof
Stromblad, Olaf
Strom, O. H. -2680
Sund, Alex
Svendsen, Sigurd
Swan, George H.
Swanson, Eric -3566
Swenson, Dan

Talbert, Frank
Takkunen, H. E.
Thomsen, Ebbe P.
Thal, R.
Thode, Rudolph
Thompsen, Peder
Thor, Lauri
Thomas, Frederick
Thomas, John
Thompson, Clifford
Torwick, H. S.
Torri, N.
Todd, Harvy

Vadum, Nils K.
Vallenius, Carl
Vallianos, Spiros
Van Order, Louis
Vincenzo, Robert

Wattel, P.
Ward, A. C.
Ward, Stephen
Watts, W. J.
Wally, M.
West, Curtis
Werd, G. de
Westerberg, Sam
Wehvilairen, Oscar
Westley, W. E.
Whiteside, D. A.
Whitty, G.
Werjo, Justin
Whippy, P.
Whiting, Russell
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Knudsen, Martin
Knutson, R. -783
Larsen, J. -2012
Locke, J. E.
Ludvigsen, Arne
Lundstrom, Ernest
Millard, W. G.
Mohr, Chas.
O'Connor, John J.
Olsson, James
Olsson, C. G. -1101
Olsson, Carl J.
Sidoroff, N.
Taylor, James B.
Timmermann, W.
Twigg, H. M.
Wagner, R. H.
Ward, W. C.
Wilkens, Henry

INFORMATION WANTED

John A., or Jack Gardell, a native of Sweden, age 50; brown hair, brown mustache, light gray-blue eyes, is anxiously inquired for by his son, Charlie Gardell, 1916 Elmwood avenue, Kansas City, Mo. Anyone knowing his whereabouts, will please communicate at earliest convenience.
4-13-21.

The following members of the crew of the SS. "Mohikis," are kindly requested to call on attorney S. T. Hogevoll, 600 Pacific building, Fourth and Market streets, San Francisco: Chief Engineer J. J. Burke, Fireman S. Pender and James J. Robinson, G. Larsen, O. Olsen, Al Parry, Al Lee, S. Boyle, P. Farrington, Thos. Parry, Carl Prentell, James Braskin, Gundaker and Dimble.
4-13-21

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y.
4-13-21

Any one knowing the whereabouts of Martin Tuppits, a native of Easthonia, last heard of in Montevideo, South America, on board the Norwegian bark "Loto"; kindly communicate with his brother, John Tuppits, 58 Commercial street, San Francisco. 1-5-21

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va.
3-9-21

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LOCAL STAMP

News from Abroad

Late advices from Rome state that fourteen persons were killed and one hundred wounded in recent fighting between the Fascisti and Communists in Tuscany province.

A critical situation has arisen between France and Norway owing to certain demands by France, which are considered inadmissible, with regard to the renewal of the commercial treaty between the two countries.

The Canadian House of Commons, voting under cloture rules, has sustained the Meighen Government in its shipbuilding program and granted the administration an interim supply vote for carrying on public expenditures for the first part of the present fiscal year.

Work will soon be started on a wireless station to be conducted near Pisa, for communication with the United States. This announcement was made in a lecture by Marquis di Solari, who collaborated with Marconi in his wireless experiments. He said it was hoped to begin operation in 1922.

Russia has resolved to maintain her military strength in spite of the fact that fighting has ceased on all fronts. The organization of the new "international army" has been commenced. This force will replace the old Soviet army, and is to be available for enforcing the dictates of the third internationale.

The Austrians are determined that there shall be no more king-raising attempts in that country. A measure, making the presence in Austria of a former king a felony, punishable by from one to five years' rigorous imprisonment, has been forced through the constitutional committee by the combined Pan-German and Socialist Democratic vote.

The Belgian Government has made arrangements with Holland, whereby workers of both countries will have reciprocity of treatment in regard to compensation for industrial accidents and the advantage of social insurance. An agreement with the French Government guarantees to workers of both countries who work in French or Belgian mines the workers' pensions in force in each of these countries.

According to a dispatch to the Tidningen, the Soviet Government of Russia has worked out a plan for the restoration of the Russian fleet. Three armored cruisers will be placed in fighting condition at once. These vessels, completed during the war, register 35,000 tons each. Diplomatic negotiations are under way for the purpose of obtaining delivery to Russia of Russian merchant ships lying in foreign harbors.

General Baron Wrangel's army remnants have become a white elephant upon the hands of the French. Official France is making desperate efforts to convince the half-starved hordes who went down to defeat in South Russia at the hands of the reds that they must work out their own salvation not as an army, but as individuals. The Government has officially announced, that owing to the persistent efforts of General Wrangel to keep his army intact, "it is indispensable that we break his contact with the soldiers." Asserting that France already has expended 200,000,000 francs in feeding refugees, the note warns that this cannot continue, and that the men must work out their own salvation.

With the Wits

"You used to consider a well-dressed wife a necessity to any successful business man."

"Now they are getting to be bare necessities."—Cartoons.

Teacher—Robert, can you tell me what a palmist is?

Small Robert—Yes, ma'am. It's a woman who uses her hand instead of her slipper.—Detroit News.

A farmer was showing a friend over the farm. "How many sheep do you think are in that flock?" he asked.

The visitor considered a minute and then replied: "About 500."

The farmer was astonished. "Absolutely correct," he declared. "How did you do it?"

"Well, I just counted the legs and divided by four," the guest explained. —Pittsburg Chronicle-Telegraph.

Flatbush—You say your wife went to college before you married her?

Bensonhurst—Yes, she did.

Flatbush—And she thought of taking up law, you said?

Bensonhurst—Yes; but now she's satisfied to lay it down.—Yonkers Statesman.

"Did you buy that ninety-dollar hat you were raving over?"

"Yes."

"What did your husband think of it?"

"Why—er—he raved over it, too." —Boston Globe.

Inquiring Son—Papa, what is reason?

Fond Parent—Reason, my boy, is that which enables a man to determine what is right.

Inquiring Son—And what is instinct?

Fond Parent—Instinct is that which tells a woman she is right whether she is or not.

The roughneck politician burst into the lawyer's office and in an excited manner asked:

"What would you do if a paper should call you a thief and a liar?"

"Well," said the lawyer scrutinizingly, "if I were you I'd toss up a nickel to see whether I'd reform or pay no attention to the statement." —Pittsburgh Chronicle-Telegraph.

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VOL. XXXIV, No. 34. SAN FRANCISCO, WEDNESDAY, APRIL 27, 1921. Whole No. 1750.

UNIVERSITY OF ILL... JUL 1...

A LEGAL VICTORY

Right of Seamen to Use of Municipal Court Upheld by Court of Appeals

The following copy of a decision of the Appellate Term of the Supreme Court of the City of New York, in the case of Danielson vs. Sigsbee Humphrey & Co., is of more than ordinary interest to all seamen, inasmuch as it means a better opportunity of obtaining hearings within a reasonable period of time.

Mr. Silas Blake Axtell conducted the case in behalf of the plaintiff-appellant, under authority of the International Seamen's Union.

The appeal was taken from a decision dismissing the complaint for breach of contract of employment of a seaman on board an American vessel owned by the Emergency Fleet Corporation.

Judge Hayes of the Municipal Court, N. Y., held that that court was without jurisdiction because of certain limitations in the statute, which created the jurisdiction of the Municipal Court. Attorney Axtell took the other view. His chief argument to the court, however, was that we had become a maritime nation. The Federal Courts are cluttered with work, thousands of seamen live in New York and naturally seek trial of their cases for injustices done them in foreign ports here.

To deprive them of the use of the Municipal Court, where a trial may be had within two weeks by a jury or by judge, as the plaintiff elects, was wrong, and unless it clearly appeared that the Legislature had intended that the Muncipal Court should not have jurisdiction over seamen's claims, then the jurisdiction should be maintained.

Further argument was urged. How can a court show that it will enforce the rights of a traveling salesman for breach of contract in foreign trade, or of a passenger for the loss of his goods, and deny to the seamen the right of trial by jury in the Municipal Court for breach of his contract of employment on an American ship in foreign trade, merely because he is a seaman.

The decision was argued at length and fully briefed, receiving most careful consideration by the court, which found for the appellant.

Appellate Term, First Department, Supreme Court, January, 1921. Present—Hon. Charles L. Guy, Hon. Robert F. Wagner, Hon. Philip J. McCook, JJ.

Rudolph Danielsen, plaintiff-appellant, against Sigsbee, Humphrey & Co., Inc., and ano., defendants-respondents. (No. 38 Mun.)

Appeal by plaintiff from judgment and order of the Municipal Court, Borough of Manhattan, First District, dismissing his complaint on the ground that the Municipal Court had no jurisdiction of the action. Harrington, Bigham & Englar (Horace M. Gray, of counsel, for respondents). Silas B. Axtell (Arthur Lavenburg, of counsel, for appellant).

McCook, J.:—

This action is brought by a seaman to recover wages against a private corporation and the United States Shipping Board Emergency Fleet Corporation. The plaintiff alleges that he was regularly employed as a member of the crew of the vessel "Cabegon," and was wrongfully discharged. Plaintiff alleges the ownership of the vessel in the following language:

"Third—Upon information and belief, that at all time hereinafter mentioned, the defendants owned and/or operated and/or managed and/or controlled a certain merchant vessel known as the 'Cabegon.'"

Defendant Sigsbee, Humphrey & Co., Inc., moved to have this paragraph made more definite and certain, and the trial court, upon such motion, held it had no jurisdiction of the action and dismissed the complaint, relying as shown by the opinion upon Roche v. McCaldin, 1 Misc. 174.

The basis of Roche v. McCaldin, supra, is Chapter 410, Section 1286, Subdivision 4, of the Laws of 1882, which re-enacts in substance Chapter 71, Section 2, of the laws of 1819.

In 1819 the present Municipal Court was not established, but a similar court, presided over by the "Assistant Justice of the City of New York," was then in existence. By the Laws of 1819, Chapter 71. it was provided:

"I. That the Justices' Court in the City of New York, having marine jurisdiction, shall be called and known by the name of the Marine Court of the City of New York.

"II. That the assistant justice of the City of New York shall not have jurisdiction to hear and determine any actions to be brought by any seaman or mariner or other person, belonging to any ship or vessel, for seaman's wages, particularly mentioned and specified in the one hundredth and sixth section of the act hereby amended."

The statute above quoted referred to Section 106 of the Revised Laws of 1813, Chapter 86, which gave jurisdiction of all actions for seaman's wages to the Justices Court. The name of the "Justices Court" by Chapter 71 of the Laws of 1819 was changed to the "Marine Court" and later became our present City Court while the "Assistant Justices," of whom there was one for each city ward, as enacted by the Laws of 1807, Chapter 139, eventually became our present Municipal Court.

The Code of Civil Procedure adopted in 1849, in which the laws relating to Justices Courts in the City of New York were incorporated, provided in Section 463 that "all statutory provisions inconsistent with this act, are repealed." However, Collins v. Underwood, 1 E. D. Smith, 318, decided in 1852, held that the provisions of the code had not repealed the prohibitory act depriving the district or justices courts of jurisdiction in actions brought for the recovery of seamen's wages.

By Chapter 741, Section 4, Laws of 1870, the Code was amended in reference to jurisdiction of district courts, as follows: "Section 66 of the said Code is hereby amended so as to read as follows: The district court of the City of New York shall have such jurisdiction as is provided by special statutes."

Turning to the laws of 1882, Chapter 410, which was "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," we find under Section 1285 that district or justices courts in the City of New York shall "have such jurisdiction in civil actions and special proceedings as is specially conferred upon them by statute, and no other." Section 1285 gives such courts the jurisdiction therein prescribed "except as otherwise provided in the next section."

The next section, viz., 1286, excluded jurisdiction in certain cases, and among them the cases named in Subdivision 4, which reads as follows:

"Where the action is brought by any seaman or mariner, or other person belonging to any ship or vessel, against the owner or owners, master or commander of any such ship or vessel, for or by reason of the non-performance or breach of any agreement or contract made by such seaman or mariner, or other person, with the said owner or owners, master or commander, for services, or compensation for service, on board of any ship or vessel, during any voyage performed, or in part performed, by such ship or vessel."

Section 2143 provides:

"Sections (enumerating various sections) twelve hundred and eighty-six, except subdivisions four and five of this act, being intended only to contain the substance of certain sections of the Code of Civil Procedure, shall not be construed as making any new enactment or as repealing, modifying, amending or superseding any provision of said Code, but shall be treated and considered as embraced in this act solely in order that it may contain all provisions of existing laws which are of special application in the City of New York."

It is clear from the marginal note to the official edition of the Laws of 1882 that the source of Section 1286 was Section 2863 of the Code with the exception of subdivision 4, whose source is stated to be subdivision 2, Chapter 71 of the Laws of 1819.

At this point it is essential to ascertain the effect of the consolidation Act of 1882, Chapter 410. In view of the title to the act, was there a repeal by implication of Chapter 71 of the Laws of 1819? Do the provisions of Section 2143 change the ordinary rule in reference to repeal by implication? The same questions were raised in matter of New York Institution for Instruction of the Deaf and Dumb, 121 N. Y. 234. In that case the question was whether Section 8 of the Act of 1865, relating to acquiring land, levying assessments, etc., for the laying out of Central Park, was repealed by the same Consolidation Act we are now discussing. In that case the court said:

"We have not, therefore, a case where some prior statute has been wholly omitted and no provision of any kind substituted in its place. But this is a case where the prior provision of law has been entirely dropped, and provisions upon the same subject are found in the new act. Under such circumstances, how is the Consolidation Act to be construed? It was the manifest intention of the Legislature that it should take the place of the numerous special and local acts applicable to the City of New

York, which had been enacted for more than a century, and to rescue them from the obscurity, uncertainty and difficulty caused by their scattered condition; and that intention should have effect. We have, therefore, reached the conclusion that Section 8 of the Act of 1865, although not specially repealed, was superseded by the Consolidation Act, and that the order of the General Term should, therefore, be affirmed with costs."

In the case just cited, the provisions of the omitted section were covered by other legislation in the new enactment which did not follow the omitted provisions. For this reason the Court of Appeals held that the former act was superseded. In the case at bar, the provisions of the old act (Chapter 71 of the Laws of 1819) were incorporated in the new act by the use of almost the identical language, and, in addition, the effect of such provisions was extended so as to cover not only actions for seamen's wages, but also any action for services brought against an owner or master of a vessel, providing such services were rendered during any voyage of such vessel. Thus the new act is somewhat broader than the old. Section 2143 seems to have been incorporated in the new act for the purpose of protecting Code sections and certain other laws, therein enumerated, against repeal by implication, stating that they were incorporated therein for the sake of embracing all provisions affecting the City of New York in one act. It is significant that subdivision 4 of Section 1286 was expressly excepted from the operation of the provisions of Section 2143. The Legislators knew the source of this subdivision, and yet did not state that Section 2 of Chapter 71 of the Laws of 1819 was not to be deemed to be repealed or superseded by the new act, which enlarged the scope of the original act. It is a fair inference that they thus intended that the old act should be superseded, and that they contemplated that the consolidation should repeal or supersede some prior enactments is obvious from the language used in Section 2143.

Chapter 580 of the Laws of 1902 is the Municipal Court Act. Section 1 states the jurisdiction which is wide enough to include the plaintiff's claim in the present case. Section 364 repeals "the laws or parts thereof, specified in the schedule hereto annexed." Then comes the "Schedule of Laws repealed" with a list of laws and sections in which appears at page 1596 (Laws of 1902, Vol. 2) the following: "1286 .... No jurisdiction in certain cases."

Thus by a double identification we have the provision in question done away. We find Section 2, Chapter 71, of the Laws of 1819, was superseded by the Consolidation Act (Subdivision 4, Section 1286, Chapter 410, Laws of 1882), and that Section 1286 of Chapter 410 of the Laws of 1882 was repealed by Chapter 580 of the Laws of 1902, and that the right of the plaintiff in this action to sue in the Municipal Court is conferred by the Municipal Court Act. The present Municipal Court Code (Chapter 279, Laws 1915) states the jurisdiction which is wide enough to include this plaintiff's claim and contains no provision denying jurisdiction to the Municipal Court in the present case.

In passing, it may be said that Roche v. McCaldin, supra, relied on by the court below, was decided while Section 1286 of the Laws of 1882 was in effect, namely, in 1892, and thus before the repeal of 1902, and hence the question here presented was not before that court.

The court below, therefore, erred in dismissing the plaintiff's complaint as to defendant Sigsbee, Humphrey & Co., Inc., on the ground that the Municipal Court had no jurisdiction of the action, and also in dismissing the complaint as to the defendant Shipping Board (Ingersoll Rand Company v. U. S. Shipping Board Emergency Fleet Corporation, Appellate Division, First Department, decided January 1921.)

Judgment and order reversed with $10 costs and motion denied with leave to defendants to serve answers within five days after service of copy of order to be entered herein, upon payment of said costs.

All concur.

That the effect of the foregoing would be followed by immediate results is elucidated by a concrete example, in the case of John J. Irving vs. Phelps Brothers.

Irving and one Hockery, second cook and messman, respectively, were driven out of the Olympia at Salonica, Greece, because of their knowledge of certain extensive thefts from cargo by the chief steward.

The consul discharged them over his signature on the ground that "they disturbed the discipline on the vessel," and told them to take their money. Hockery's case was settled. Irving refused to accept less than the full amount of his claim. Two judgments by default were taken during the process of litigation, which extended over a period of six months. On one occasion the city marshal was in possession of all of the furniture, chattels, etc., of Phelps Brothers, New York City.

Finally bonds were filed, defaults opened, and the case set for trial. Then, the defendants obtained another delay, by having the court issue a commission to take the testimony of the American Consul at Salonica. This would have required three or four months longer. It was finally agreed between counsel that the American Consul or Vice-Consul, if called, would testify that "he had given the seamen a fair hearing and that he had discharged them after he was satisfied they should be discharged for a cause." This stipulation went into the record.

The attorneys for the shipowners argued at great length, but the jury were out less than five minutes and they returned a verdict for the plaintiff, for the full amount, together with costs, interest and waiting time; in fact, they gave him everything they could give him and indicated that, in their opinion, he had been given a mighty rough deal and should have more money.

Judge Hayes of the Municipal Court then threatened to set the case aside for want of jurisdiction, and the decision of the Appellate Term in the Danielson Case, reversing Judge Hayes on his previous attitude, not having been rendered, the seaman nearly lost his case, but now it is sure and Irving will receive his money.

The Municipal Courts will undoubtedly continue to exercise jurisdiction in seamen's cases, which means better service and quicker trials than ever before.

CO-OPERATION WILL CURE THEM

"It is an ill wind that blows nobody good." The present "open shop" drive bids fair to result in some beneficial changes for the general public, although not intended to work out in any such manner by the open shoppers.

All those elements of our social structure which can be regarded as economic waste, such as brokers, insurance agencies, real estate sharks, middlemen, small and large jobbers, etc., including the average building contractor, are lined up with the arrogant and ruthless element of employers.

These numerous useless appendages to the body politic maintain their status only by the most intensive methods of united action, such as rotary organizations, boom and boost clubs, civic improvement (?) leagues, brag, bluff and bunk and an overwhelming class consciousness. They realize the power of thorough organization and the necessity of preventing its adoption by the masses of workers upon whose efforts they thrive, therefore, their weight is thrown in the balance against labor at all times. A continuation of aggression from the exponents of open shop methods has awakened some of the toilers to the situation, particularly in the building trades.

A recent issue of the Denver Labor Bulletin states that:

"The building crafts of Denver that have refused to take wage cuts and are locked out by the contractors have decided to form a company to do contracting work, and the proposed name of the company will be the Denver Building Trades Council Construction Company. This plan has been tried out in several of the small towns in the State where the 'open shop' movement is on, and it has proven very successful.

"This move on the part of union labor in the building industry shows that the workers are waking up to their real power and it will be the most effective method they could adopt to defeat the 'open shop' movement, as they will be able, through co-operating, to do building much cheaper than is being done at present and will show up the profiteering methods of the large contractors and building supply companies, who have virtually a 'closed shop' combination to keep prices up."

Such intelligent action upon the part of union mechanics is encouraging; it not only means a thorough check to the operations of arrogant employers, but it foreshadows relief from the serious dwelling shortage which confronts the United States at this time.

By means of collusion, which was in many instances criminal conspiracy, the cost of building and material has been elevated to exorbitant levels.

Successful co-operation by the workers assures the end of building restriction due to overcost, lower rents and a more equitable distribution of the wealth created by the building mechanic.

FINLAND'S GROWING FLEET

That Finland has ambitions for the ownership and operation of a merchant fleet is shown by the following statistics recently issued at Helsingfors:

On November 25, 1920, the Machinery and Bridge Building Joint Stock Co., at at Helsingfors, launched the cargo steamer "Ostrobotnia" (1500 tons dead weight) for the Atlantic Shipping Co. In January, 1921, a sister boat, the "Karelia," left from the same wharf, and both steamers will carry cargo on the Finland-England-Mediterranean line, where the steamer "Finlandia" of the same size and belonging to the same firm has been running since May, 1920. All three vessels are strengthened against ice and of the special type used in Finland for winter traffic.

The Finland Transoceanic Trading Co. (Ltd.) is building two cargo steamers of 1700 tons dead weight of the same type, also iceproof, which are expected to be ready in the spring of 1921.

A Rotterdam firm is building for the Finland Steamship Co. (Ltd.) four cargo steamers, meant for Finnish winter traffic and of a special ice-proof type, The first was launched December 12, 1920, under the name of "Argo." With a sister boat of 2200 tons dead weight it will be placed in the Helsingfors-Liverpool line in the spring of 1921. Two smaller boats of 1700 tons dead weight will be launched in May and June, to be placed on different lines between Helsingfors and European harbors.

"MEDDLESOME OLD FOGIES"

"Meddlesome old fogies who cannot tell the fore from the aft of a ship" was the term applied to the Detroit Chamber of Commerce by Secretary Hunter of the Marine Firemen, Oilers and Watertenders' Union.

The business men recently denounced the seamen's law, while refusing to permit members of the Seamen's Union to present their side of the case. Secretary Hunter said that R. J. Maclean, chairman of the business men's conference, admitted that he had been on board a ship but once in his life, and that he never read the seamen's law. Maclean promised the unionists that he would arrange for them on the program—and then forgot his promise.

The union label is the "In Hoc Signo Vinces" of the crusade to rescue the child from the workshop, factory and mill; the woman from the sweat shop and tenement house, and the millions of labor from the clutches of greed, degradation and poverty.

Weekly News Letter

Contributed by the American Federation of Labor

Judicial Usurpers—Have Slippery Defenders

The declaration by trade union representatives at their recent Washington conference that workers should disregard labor injunctions has brought every slippery defender of judicial usurpation to the fore.

The eel-like advisers (?) of labor assume to possess a knowledge of the injunction process, but confess their ignorance when they insist that labor should "observe the Constitution."

Labor injunctions are not based on the Constitution.

And no legislature—National or State—ever empowered courts to issue these writs, which are court usurpation and can not be defended except on the slave theory that labor is a commodity.

The injunction, as originally intended, is a necessary part of our judicial system. It is for the protection of property and property rights where the plantiff has no recourse at law. It was never intended to interfere with personal rights.

In late years courts have departed from the purpose of the injunction.

The courts have revived the slave theory that labor is property and workers on strike are enjoined from exercising personal activities that are legal beyond question if no strike exists.

Under the labor injunction speech is gagged, the dollar placed above constitutional guarantees and the judge assumes the role of lawmaker, judge and executioner combined, with no trial by jury and sentence to suit the whim of the court.

Those who advise labor to secure injunction relief "through constitutional methods and observe the law" should give this advice to the courts.

For years labor has appealed to State courts for relief. In some cases this has been successful, but State Supreme Courts have set the act aside.

The Massachusetts Legislature declared that labor was not a commodity; that to labor is a personal right. The State Supreme Court replied that labor is a commodity, and outlawed the act.

The same situation is found nationally. Congress passed the Clayton law, wherein is stated that labor is not a commodity or article of commerce—that it is not property.

At its first opportunity—in the Duplex-Machinists' case—the United States Supreme Court nullified that declaration.

These disregards for law by the courts are ignored by slippery advisers (?) of labor who add to the gaiety of the nations by lecturing labor on law observance.

Roads Invite Tie-up

"The reason for the present plight of the railroads is their illegal and dishonest expenditure of money for maintenance and their prohibitive rates which have stalled traffic," said Senator La Follette, in an address before the People's Reconstruction League.

The lawmaker assailed the Cummings-Esch act and declared that the railroads were the authors of this legislation.

"Having dictated the terms of this law," he said, "and having failed completely to put the transportation system on a sound basis under its operation, the railroads are again here in Washington preparing to make another raid on Congress.

"Any difficulties that the carriers are now in is due to misfeasance before Government control and to artificial and malicious obstructions by men in high railroad places to make the system fail.

"The time will come when the truth will be known about the sabotage they practiced in order to discredit the operation of the administration."

The Senator declared that mismanagement and not high wages is responsible for the present condition of the railroads. "I have read hundreds of affidavits of men who were employed on the railroads who stated under oath," he said, "that they were ordered and required to execute orders which blockaded transportation, orders which undermined and retarded the work, orders which destroyed material."

Defends Americanism

A bill introduced by Senator Borah provides for a fine of $10,000 and five years' imprisonment, or both, for any officer or agent of the United States in the civil, military or naval service "who injures, oppresses, threatens or intimidates any person in the free exercise of enjoyment of any right or privilege secured or guaranteed to him by the Constitution or laws of the United States."

Heavy penalties are also provided where an officer or agent of the Government attemps to interfere with any one who would "advance, promote, agitate for or discuss any new statute of the United States or amendment of a statute of the United States, or any proposition, policy or measure, or any legislative, executive or administrative action, the carrying out of which, under the Constitution of the United States, would fall within the scope of Federal jurisdiction or would involve an amendment of the United States Constitution."

Severe penalties are also provided where an officer or agent of the Government seizes papers or other property without warrant of law or enters a hall or other meeting place for the purpose of breaking up the meeting. In addition to fines and imprisonment, the offender shall be discharged from the service of the United States.

Freight Rates a Menace

Railroad freight rates are so high that they tend to remake the geographical and industrial map of the United States, declared Secretary of Commerce Hoover. The Federal official said it costs 30 cents to ship a bushel of wheat from Missouri to New York by rail and the same wheat can be shipped by water from New York to Argentine, South America, for 10 cents a bushel. The speaker declared that if railroad rates are not lowered quickly there will be a shifting of agricultural industry.

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's, Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade Uniâo dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

At Hamilton, Ontario, the building trades unions have voted to resist all wage cuts and the "open shop."

Nearly 12 per cent of the total population of the German-Austrian republic are members of trades unions.

The Social Demokraten in Christiania says that in consequence of the reduction of wages ordered by the Norwegian shipowners, the Federation of Sailors and Stokers has decided that all members shall leave the ships. The order has already been extended in several Norwegian ports.

The school teachers of Canada have decided to organize into one big federation. One of the principles involved is the right of collective bargaining. The Canadian Teachers' Federation asks that no Ontario teacher apply for a position in Alberta until the troubles in that province have been settled satisfactory to the teachers.

Complete cessation of work and the holding of ten meetings in Parisian suburbs has been decided upon for May 1 by the Union Syndicates of the Seine Department. Subjects to be discussed at the meeting will be: No infringement of the eight-hour law, amnesty, protest against war, and assistance to the Russian revolution.

The miners' strike in Britain is still in the conference stage. Several efforts have been made during the past week to bring the employers and miners to an understanding that would form the basis of a settlement. To date, however, all efforts have resulted in failure, and the industries of the United Kingdom are feeling the effects of a serious coal famine.

Organized workers of Holland are resisting attempts to cut their wages with great effect. This is due to the solidarity of the workers. There are five general federations of labor unions in Holland, comprising a membership of over half a million. Although differing in opinion as to tactics, etc., the five federations can be relied upon to act together on any quesion of wage scale or strike.

The coal miners of New Zealand refuse to be put on the defensive in the same manner as their fellows in other parts of the world. They are demanding a six-hour bank-to-bank working day, two weeks holiday each year on full pay, a five-day working week, and compensation, at the rate of full wages, for sickness or injuries caused by working in the mines.

The New South Wales labor government has for its declared policy preference to members of trade unions in all Government workshops. The Government also allows the posting of all union notices and distribution of union literature in the workshops, as well as the right of entry to union officials to [illegible]

[illegible] in the northern provinces of Italy, where the organized workers are defending themselves against armed bands of gunmen and [illegible] in pay of the manufacturers' [illegible] The latter are known as Fascisti, which occupy the same status in Italy as the State cossacks, Baldwin Felts murderers, etc., all in the United States.

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If you are an American or want to be one, or if you don't know, get Axtell's book and find out what America stands for today. What are you doing to see that equal opportunity to each Citizen of the United States in this great land, is preserved? The Seaman's Act, the Emancipation Act of seamen, a bloodless victory for the organization of workers, freeing more men than the Civil War of 1865 and without bloodshed, is fully explained in this book. Postpaid retail price, $1.00.

Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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Members of the Masters, Mates and Pilots' Association of the Pacific, and shipping interests in general, please take notice that, on and after April 30, 1921, the Headquarters of the Masters, Mates and Pilots of the Pacific will be located at 52 California Street, in place of 62 Steuart Street, San Francisco, Cal. The telephone number will remain the same as present: "Kearny 2034."

W. H. STARK, Sec'y.

INFORMATION WANTED

Anyone knowing the whereabouts of John Johnsen, a native of Bergen, Norway, and a member of the Sailors' Union of the Pacific; last heard of in Norfolk, Va., on board the S. S. "Lake Texan," kindly communicate with his brother, Andrew Johnsen, P. O. Box 65, Seattle, Wash.
4-27-21

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Pacific Coast Marine

The "Dunsyne," which is said to be the first sailing vessel to bring a cargo of general merchandise from the Atlantic seaboard to the Pacific Coast through the Panama Canal, is en route to San Francisco from New York.

The steamer "Eastern Importer," which has returned from a voyage around the world, will be turned back to the Shipping Board. The ship has been in the service of the Pacific Mail Steamship Company.

Advices received by the marine department of the Chamber of Commerce state that the Japanese liner "Kiyo Maru" is being changed into an oil tanker at Molleno, Peru. As soon as the changes are made the vessel will be operated by the Toyo Kisen Kaisha as an oil transporter between Tampico and Japanese ports. The "Kiyo Maru" is a 5000-ton vessel.

Preparations are under way for a larger wharf at Lahaina, Maui. More than half of the concrete piling for the new landing have already been constructed, the date for the completion of the work being set for next year. With the new docking facilities steamers of all types will be enabled to lie alongside the warf and not anchor in the stream, as is done at present.

A drop of five shillings in the rate on grain from North Pacific ports to the United Kingdom and Europe has been made by the Shipping Board in chartering one of its vessels to Kerr, Gifford & Co., for 65 shillings. The vessel will load on the Columbia River for the United Kingdom, with an option on the Hamburg-Bordeaux range and the Mediterranean to ports on the west coast of Italy.

A number of San Francisco shipping firms are adopting the policy of placing watchmen at the gangplanks of steamers lying alongside the piers. Some of the guards, from private detective agencies, are in uniform. Formerly only a few operators followed this practice, but it has spread recently so that watchmen are found at nearly all vessels, in addition to the watchmen at the head of the piers and the customs guards.

Steamers operated by Swayne & Hoyt between San Francisco, New Orleans and West Indian ports, have discontinued calling at Cartagena and Puerto Colombia, due to port congestion. The change in schedule is expected to reduce the sailing time between here and New Orleans by five days. The company's steamers "Iris" and "Lake Gunni," to sail for Eastern ports next month, will touch at Galveston, providing freight shipments to the amount of five hundred tons are secured.

Three huge cigar-shaped log rafts, containing a total of approximately 15,000,000 feet of lumber, will be towed to San Diego from the lower Columbia this summer, it was announced by officials of the Benson Lumber Company. A fourth raft, now being assembled in the cradles at Wallace slough, probably will not be completed in time to be towed to San Diego before stormy weather sets in on the north coast. The first raft will leave the Columbia River June 5. The others will be towed south in July.

Renewed strength in the grain charter market from North Pacific to Europe was shown in two charters announced by The Guide. The Shipping Board steamers "West Nomentum," 3522 tons, and "Meanticut," 3771 tons, were taken by the Pacific Grain Company at 70 shillings to load on the Columbia river for optional ports from Hamburg to the Mediterranean. The "West Nomentum" formerly operated between Portland and the Orient, and the "Meanticut" is a new vessel which has never left San Francisco bay since completion.

The Pacific Mail Steamship Company have adopted a new schedule, which reduces freight rates an average of 25 per cent, to West Mexico and Central American ports. One of the biggest cuts is in the rate on lumber, from $27 to $18. General merchandise will be accepted hereafter at $14. New rates on other important exports to these countries are as follows: Flour, $6; cement, $6; soap, $6; tallow, $11; and matches, $12. The purpose of the reductions is to stimulate the movement of American products and manufactured articles to the republics of Mexico and Central America.

Lumber chartering on the Pacific Coast is being given its death blows by the regular line steamers, according to a prominent broker. To the East Coast, South America and Australia, the regularly berthed outsiders do not have a look-in, he declared. Grain remains the only present salvation of the chartering business on this Coast. As indicated by the two Shipping Board fixtures announced recently, this market shows firmness. Lumber, nitrate coal and copra are dormant and the oil companies are easily caring for their own needs. The general freight market continues to reflect a better tone—a fact which is now admitted even by most of tl pessimistic.

At a bid of $32,000, which was $9000 lower than the next competitior, the Moore Shipbuilding Company was awarded the contract for repa- ing the Pacific Mail freighter "Point Bonita," which grounded recently on Cardon Island, in the harbor of Corinto. Coincidentally, it is announced that the steamer "Cuba," carrying passengers and freight, will be returned to the Havana and Baltimore run, and take out the cargo intended for the "Point Bonita." The "Cuba" will also call at San Pedro. She was placed on this run several months ago, as a forerunner to the "Columbia," "Ecuador," and "Venezuela," but was put back into the Canal Zone route to care for the coffee movement.

Two additional Java-Pacific liners may be placed on the run between San Francisco and the Dutch East Indies. The vessels, which are now under construction in Europe, are expected to be ready for service in a few months, and the inclusion of San Francisco in their run is being considered. Four steamers altogether are being built by the Java-Pacific line, two in Holland and two in England. They are the "Tjikarang," 12,000 tons; the "Tjisaroea," 12,000 tons, and two 13,500-ton vessels, the "Tjikandi" and the "Tjibesar." The 4149-ton steamer "Saleier" is now at Batavia, scheduled to sail for San Francisco at an early date on her first trip to this port.

Japanese steamship lines are beginning to feel acutely the agitation in this country against their countrymen, and the number of Americans and Europeans in the passenger lists of the Japanese liners is rapidly falling. The tendency of Americans to keep off the Japanese boats is of great importance on this Coast, for they undoubtedly carry more passengers between this Coast and the Orient than the vessels under any other flag. Whatever the cause of the recent friction on board Japanese steamers, such as the fist fight on the T. K. K. liner "Siberia Maru" in San Francisco bay, the effect is to drive Americans and other white races from Japanese patronage. Each succeeding misadventure turns American travelers against the Nipponese boats, representatives of other passenger lines say. Noticeably, too, the Japanese are taking passage on American liners now only when necessity demands. The racial question has long had a vital influence on the trans-Pacific passenger trade. Ever since the Chinese boycott against Japan the Chinese have avoided the Japanese steamers almost without exception, and, similarly, but few Japanese are ever booked for vessels of the China Mail fleet.

The arrival last week of the Oceanic liner "Ventura," bringing what may be the last shipment of Australian wool to get in before the proposed emergency tariff, emphasized the serious outlook which this tariff gives to the trade with the Antipodes. Steamship operators on this route admit that a high tariff would be a very severe blow to their prospects. In order to avoid payment of the duty, should it be imposed before the "Ventura" had made her entry at San Francisco, some of the consignees appealed to the Oceanic Steamship Company to have their goods entered at Honolulu, where the "Ventura" touches. The consignees were advised that this was impossible. From Australia, the shippers asked Captain J. H. Dawson to do the same thing, but permission was refused by the Collector of Customs at Honolulu. Then one of the shippers requested that four hundred bales of his cargo be discharged at the Hawaiian port, but this was found to be impracticable. All the worry went for nothing, however, as the "Ventura" made port in ample time to avoid payment of duty. She had 3132 bales of wool in her holds.

From 39,584 tons in November to 62,472 tons in December, is the growth of the intercostal trade of San Francisco, as revealed in the detailed report of the Board of State Harbor Commissioners for the latter month, issued recently. Shipments from this port to New York, Philadelphia, Baltimore, Boston, Norfolk, New Orleans, Jacksonville and Savannah totaled 34,035 tons, while the receipts at San Francisco from New York, Philadelphia, Baltimore, Boston and Norfolk were 28,437 tons. This is an average of slightly over 1000 tons a day, both inbound and outbound, not including cargo for other Pacific Coast ports. The board's report shows total imports and exports of 175,006 tons for the month as compared with Seattle's 93,514 tons. Exports of 21,280 tons of bulk oil are not included in San Francisco's figures. San Francisco's exports were 118,663 tons, and imports 56,343 tons. For November, the exports were 74,090 tons, and imports 150,356 tons, so that exports gained, but not sufficiently to overcome the big drop in imports. Central America, Canada and Oceanica showed improvement, but the Orient was very weak. Oriental exports fell from 43,715 tons in November to 15,214 tons in December; imports from 19,737 tons to 10,258 tons.

S. T. Hogevoll, Admiralty Lawyer, Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

International Seamen's Union of America

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(Continued on Page 11)

The Seamen's Journal

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 27, 1921.

STAND BY TOP'SL HAL'YDS!

What old-time sailor who has "rounded the Horn" in a square-rigger that is not affected with memories of his first experience at "running the Easting down." The first real hard blow encountered in the most tumultuous regions of the world invariably leaves lifelong impressions.

Perhaps a day has been one of hard squalls, and before nightfall the vessel has been snugged down to a reefed foresail and topsails. Running gear is hitched to the pins, and halyards are made clear for running, while heavy seas pound over the rails, washing every movable thing around the decks. The banging of hinged ports to lee lurch or weather roll adds to the noise of clanging stays, blocks and gear aloft, while the wind howls in blasts of fury. As the gale increases the necessity for further shortening of canvas becomes apparent, and the watch below nervously await the call for all hands on deck. Perhaps a few old salts agree that it is a hard buster and swap yarns of dreadful experience on previous voyages. A terrific squall strikes and the vessel heels to leeward, scooping over water up to the main hatch; then above the roar of the gale comes the command, "Stand by top'sl hal'yds!" Another terrific gust and, with a crack like a gun, away goes the fore-topsail. To the tune of "lower away" the crew flounder around up to their necks in water, feeling for the gear in pitch black darkness and clutching at every secure hold for safety. In driving hail, rain or snow, they swing aloft, and it is here that the mettle of the beginner is tested. If he is a shirker he hangs back in the darkness and crawls to cover, leaving his watch mates just that much harder task to perform—they must carry the added weight of a coward's delinquency. This type of man never becomes a seaman; he is eliminated by natural selection. If he has courage worthy of the calling he knows his duty is to get first out on the yard-arm, and sometimes this is no easy matter, especially if the gear has carried away. Icy blasts tear away his sou'wester and send it spinning to leeward, lightning flashes leave him temporarily blinded for seconds which seem hours, and the roll and pitch of the vessel makes his precarious hold still more insecure. If it should be a particularly tough job a very stiff trial begins. Time after time a few inches of canvas are skinned on the yard only to be snatched away again by each strong puff. Finally, disheartened after long struggle, with torn and bleeding fingers, he peers along the yard and notes the experienced seamen working steadily and taking advantage of each slight lull to gather in the canvas. With that exhibition of confidence and determination he receives, as it were, his second wind; he thinks no more of warmth and safety below. With exhilaration he puts his face to the gale, grits his teeth and glories in the very harshness and struggle of it. From then on the only thing that can prevent that sail from being snugged to the yard is for it to be blown from the bolt ropes.

As the sail is stowed and the men stagger down the riggings, exultant feelings of conquest control the man who has stood the test and he is ready for the next tussle—a man and a sailor every inch of him. He can laugh at the gale, hold his head to the elements and bless his maker that he has been constructed of such mold. Such men enjoy the struggle; they do not know what it means to shirk or quit.

We are at this present period standing by the topsail halyards; our test will shortly come. If we are of the mettle worthy of our calling we cannot shirk and dare not fail. Let us face the struggle as we furl the topsail, knowing our duty must be done and glory in the performance of it. Against such a spirit our opponents can never prevail. The final victory will be ours.

AN EASY INTERPRETATION

The Journal has refrained from extended comment on the situation confronting organized seamen because of the belief that such is not always timely, the uncertainty of international commerce, and the doubtful atmosphere surrounding our National Administration. However, the President's message to Congress has left nothing to the imagination. It is a cold-blooded ultimatum to labor, with implied threats and intimations of what is to follow given to certain industries. The seamen are given to understand that their "bill of rights," for which so many sacrifices have been made, is in jeopardy. The Seamen's Bill is to be amended, emasculated or repealed, or at least something detrimental of a legislative nature is about to take place in the very near future.

The speedy follow-up by "big business" everywhere, coupled with recent public statements of certain influential Administration officials, shows that the meaning of the President's message was not only easy of interpretation, but it was widely anticipated. During the war period, when wages in every other industry were jumping by leaps and bounds, in vain effort to keep pace with the rise in the cost of living, the demands of the seamen were conservative, notwithstanding the fact that profits in the shipping industry were excessive. Many vessels paid for their original cost in one voyage and, in some instances, returned a profit in addition to cost in one trip. Therefore, we nursed the belief that, inasmuch as our present wage is far below that required to maintain an American standard of living, we would be, to a certain extent, immune from wage-slashing attacks.

The drive to subjugate the workers is world wide. The seamen of the United States, who are enjoying the same rights and freedom guaranteed to all citizens under the Constitution, through operation of the Seamen's Act, are a menace to the forces of greed and oppression. Therefore, every effort is made by "big business" and its mercenaries to reinstitute serfdom in the American Merchant Marine, as a nucleus for aggressions upon the rights and liberties of all workers.

WHERE ARE WE DRIFTING?

Revulsion and horror permeated the civilized world when first news was flashed telling of the use of poison gas on the battlefields of Flanders. The terrible nature of its effects was astounding, and the sentiments of our people were aroused to a pitch of overwhelming indignation. The employment of such weapons was condemned as fit only for the denizens of Hades.

The war in Europe has now been ended for a period over two years, and peaceful activities are beginning to erase some of its cruelest impressions. The voice of cannon are stilled, and the publication of casualty lists are no more. Vessels of commerce now travel the ocean lanes uninterrupted by man-o'-war or lurking submarine. We have had time to recover our normal poise, and our trend of thought should naturally follow along peaceful lines with a better feeling to all mankind.

But, what are the actual facts in this regard? The manufacture of still more deadly gases goes on unrestrained, and laboratories are feverishly experimenting with still more powerful destructive forces for the use of man against his fellows.

If coming events cast their shadows before, it is not intended that a state of war shall be necessary to encourage or warrant the employment of these death-dealing devices; they are to operate commonly in civil life and to be used by our own people against each other.

Could devilish ingenuity construct a scheme more diabolical?

From all parts of the United States have come reports of efforts made by the ruling classes to establish State police, or Cossack systems. Suggestions are made for their equipment with armored cars, with machine guns. Recent reports glowingly described the furnishing of gas bombs to the Chicago police department, for the stated purpose of smoking out criminals or persons who may be resisting arrest. Another report reveals the completion of a device for use of mustard gas in bank vaults, which has been installed in a bank in Southern California, and now we are informed that these mediums of destruction are to be augmented by turning our peaceful postoffices into armed

camps, by distribution of arms to postal employes. To stimulate desire and assure proficiency in the use of these weapons, a $5000 reward goes with the proper use.

To what extent, and how much longer, is the multiplication of implements of death and their employment to be fostered? What has become of our vaunted civilization? Where are we drifting, and for what are we, the declared bulwark of civilization, preparing?

These are thoughts that might well cause concern to patriotic Americans.

SINISTER TRAILS

"It is the bright day that brings forth the adder"; and so it is proven centuries after the words were written by the immortal Shakespeare.

Incessant pressure of public opinion is slowly but surely bringing to a climax the conspiracy of the bomb case persecutions; therefore out from his hole emerges the arch-conspirator, Martin Swanson.

In a recently issued booklet this chief factor of a modern day inquisition endeavors to cover a slimy trail behind the illustrious name of Theodore Roosevelt. But that is not the most significant aspect to the contents of his insidious pamphlet.

There are a few of us in the labor movement who have always felt that there might be some hidden force which impels hostility to certain bomb case defendants, and intensifies the blind prejudice of their enemies. The recent vaporings of Martin Swanson assure us that we are not altogether mistaken in our suspicion.

Time will not permit and space is too valuable to attempt answer to the deliberate distortion of facts contained in the venomous effusion; but after perusal of certain matter contained in the peculiar booklet, we realize more than ever the enormity of this violation of right.

The State of California has missed, by a very narrow margin, being made the unconscious party to a sinister plot; and there is yet time to straighten out the whole situation.

If the execution of Mooney had taken place, in accordance with desires of the persecutors, such a miscarriage of justice would have become irrevocable. However, the bomb cases must be thoroughly cleared up before the State is relieved of all stigma and a serious responsibility for the perpetuation of this affair.

There are 4013 hospitals with 311,159 beds in the United States, according to a report of the Council on Medical Education and Hospitals of the American Medical Association. It is estimated an average of 206,024 beds are occupied each day. Nevada has the largest proportionate supply of hospital beds, there being one for every 139 persons. The ratio of hospitals to square miles ranges from one to every forty-two square miles in Massachusetts to one hospital to every 5760 square miles in Nevada.

The constant clamor of big business for Government aid in developing markets abroad comes from the same men who loudly lament the interference of the Government in matters of business initiative.

Always demand the Union Label!

ALVES VS. "EASTERN ADMIRAL"

Attorney Arthur Lavenburg, 116 Broad street, New York, has favored the JOURNAL with the following communication:

Seamen's Journal,
59 Clay Street,
San Francisco, Cal.

Gentlemen:

On March 30, 1921, I tried a case for one Alvarro Jose Alves, a member of the Marine Firemen's Union, who was wrongfully discharged at Manila, Philippine Islands, by the master of the American SS. "Eastern Admiral," a Shipping Board vessel and operated by the Barber Steamship Lines.

Alves and five other coal passers of the same vessel were discharged by the master at Manila on November 18, 1920, claiming that the men laid down on their jobs and failed to keep sufficient steam up, thereby delaying the vessel with consequent loss of time and money. The men claimed that the low pressure was due to the inferior quality of the coal, which the captain and engineers denied.

On the trial the captain, general engineer and second assistant engineer testified on behalf of the shipowner and operator, but the jury did not believe them, inasmuch as they returned a verdict in favor of Alves for full damages, consisting of his maintenance at Manila, transportation to San Francisco and to New York, and additional two months wages that he would otherwise have earned. The case was bitterly fought by the ship's attorneys, but without avail.

I thought this case would be interesting to your readers in view of the article in the Seamen's Journal of March 23, relative to the number of seamen being discharged from other vessels at Manila.

Yours very truly,
ARTHUR LAVENBURG.

The foregoing is of considerable interest to seamen, due to the fact that it sheds some light on conditions prevailing at Manila, P. I.

During the past year, over eleven hundred American seamen were discharged from their vessels at Manila, of which 159 were discharged for cause, and 295 at expiration of contract.

American Consulates at a number of Asiatic ports make a practice of shipping destitute seamen in their respective districts to Manila, thereby artificially swelling the ranks of unemployed seamen at this port. A few shipmasters have proved that they are not slow to take advantage of the situation, and frequently seamen are discharged, booked as deserters, or left behind on the least possible pretense.

Comrade Alvarro Jose Alves has acted in a very creditable manner in obtaining his rights. By his efforts he makes the way so much easier for others to follow, and at the same time gives a salutory lesson to any ship's officer who might nurse a tendency to be unreasonable in conduct towards those working under his orders.

If one body of men have a right to quit work to compel a necessary improvement in the conditions of their lives, no other body of men can have a right to take their places. The court of morals takes no cognizance of the right to scab.

If Abraham Lincoln were alive to-day he would probably say: "Thank God, we have a labor movement that can sustain a strike until it accomplishes something."

Reports in shipping circles are to the effect that likely candidates for the appointment to the position of inspector of hulls to fill the vacancy made by the death of Captain James Guthrie are Captain Axel Cahling, former Lieutenant-Commander David B. Castle and Captain Frank Cook. Captain Herriman, well-known mariner, is said to be another aspirant for the position. The appointment of an inspector of hulls and boilers is under the rules of the civil service and the selection for the position is then passed on by Washington.

The new 458-foot 20,000-ton floating drydock of the Moore Shipbuilding Company has been placed in position at the Oakland yards.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Apr. 25, 1921.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping improving; members ashore plentiful.

R. INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

R. INGWARDSEN,
Secretary pro tem.

Vancouver, April 18, 1921.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, April 18, 1921.
Shipping dull; prospects medium.
H. L. PETTERSON, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, April 18, 1921.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, April 18, 1921.
Shipping very dull; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, April 18, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, April 18, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, April 11, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Apr. 21, 1921.
Shipping improving.
EUGENE BURKE,
Secretary pro tem.
42 Market Street. Phone Kearny 5955.

Seattle Agency, April 21, 1921.
Shipping fair.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, April 14, 1921.
Shipping slow.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, April 14, 1921.
Shipping fair.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Chas. Theodor Ferdinand Anderson, No. 696, a native of Sweden, age 42. Died at Philippine Islands, June 23, 1920.

William Jackson, No. 2808, a native of California, age 48. Died at Oakland, Calif., April 23, 1921.

Carl Sandell, No. 897, a native of Finland, age 43. Died at Berkeley, Calif., April 15, 1921.

The port of San Francisco has maintained a fair average in her foreign trade, despite the sharp slump in the shipping throughout other ports of the world. A compiled report issued by the Chamber of Commerce covering February shows that the total amount of imports and exports passing through here for the twenty-eight days of the above month was more than $16,000,000. Imports amounted to over $7,000,000 and exports were in excess of $9,000,000 for the above period. Asia was the largest trader with this port in February with goods valued at $2,772,145 being imported from there. Exports to the sum of $4,573,503 were shipped from here to various ports of Japan, China and the Orient during last February.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

MEMBERS KNOW TRUTH

It has become necessary that we again make a fight for our liberty, and the life of our organization which protects that liberty.

Not content with the proposed reduction of 20 per cent in wages for seamen, the wage revision committee of the American Steamship Association have submitted further intended reductions approximating 30 per cent in the deck department.

They also propose to eliminate overtime pay without the intention of eliminating overtime, and to terminate all working agreements with the various seafaring organizations.

These changes are not proposed under the spur of necessity or in a spirit of fairness, or with intention of building up an American Merchant Marine; but it is in line with a world-wide attempt upon the part of employers to disrupt organizations of workers forever, in order to enslave the laboring classes.

Our members generally are awake to the situation and we are preparing to meet all issues. We have weathered storms before, and will not give up a ship in face of a coming squall. Having our quarrel just we are doubly armed, and intend to keep on until a decent living is assured to all.

H. G. Taylor, Jr.,
Galveston, Texas.

A REASONABLE VERDICT

The legal outcome of an important action for damages on behalf of an injured seaman has recently been reported by Mr. Frederick R. Graves, attorney and proctor for the seaman, Michael J. Dalton.

According to the testimony in this case, which has been submitted for the use of The Journal by Mr. Graves, it appears that Dalton was serving as an A. B. on the SS. "Felix Taussig," of the Crowel Thurlow line of Boston at the time he was injured.

The ship at that time, in October 1919, was returning from Rotterdam to a United States port in ballast, the master being one Fred. B. Balano, "a hard case skipper from Down East."

On the passage across, about October 9, the crew were set to work painting inside the hatch by the Master's orders. It was found, however, that the ship was short of stage planks. Whereupon the master personally ordered Dalton to use a ladder in lieu of a stage. There was a lumpy sea running at the time, and the ship being in ballast was rolling heavily; therefore, Dalton protested that the ladder would be an insecure and dangerous contrivance to work upon under the circumstances. But Captain Balano insisted that he must use the ladder or be punished for refusing duty. Thereupon Dalton set up the ladder as directed, with the foot stepped on the between deck hatches and the upper end resting against the main deck hatch coaming.

The danger in working in this predicament was greatly increased by the fact that the between deck hatches were covered only on one side, and in case of a tumble the seaman was more than liable to be precipitated clear to the keelson or the bottom of the hold with every prospect of being killed. Dalton was, therefore, fully justified in protesting against being compelled to work in such a dangerous position, but as already stated his protest was not only ignored, but actually offset with threats.

While endeavoring to perform his duty in this hazardous position, and against his own better judgment, an unusually heavy roll, greatly accelerated no doubt by the fact that the ship was in ballast, capsized the ladder which appears to have been without a head lashing, and flung it clear across the hatch. The head of the ladder brought up against the opposite coaming with such terrific force that Dalton's hold was broken and he was catapulted into the between decks with such speed that he, fortunately, cleared the lower hatch coaming, but as a result of his fall, sustained an impacted, or seried fracture of the large bone of his lower left leg, and also a fractured knee cap.

Neglect of Master

The master admitted on cross examination, that he could have made the port of St. John, N. F., in two days after the accident.

Mr. Martin, chief officer, also testified that the ship was passing through Steam Ship Lane at the time, and that a wireless call would have brought prompt relief for the injured seaman from any of the liners within the area, as all of them carry surgeons and are usually ready to respond to such emergency calls from cargo ships.

Captain Balano made no effort to secure relief for Dalton until the ship arrived in Norfolk, Va., nine days after the accident. The only treatment extended to Dalton during this period was through the attentions of the second mate, who set his limb as well as he could, and fished it with splints hewed out by the carpenter. Moreover, the master neglected to wireless ahead for assistance to land Dalton at quarantine on entering Norfolk, and in consequence, the injured member was obliged to remain on board over night after arrival, and was not landed until the following day.

Crippled for Life

As a result of these cumulative acts of callous indifference and brutal neglect on the part of the master, Dalton is now permanently crippled, and upon this basis the suit was argued by his attorney.

The surgeons at Norfolk found upon examination of his injured limb, that the splintered edges of the fractured bone had been very imperfectly replaced by the unskilled hands of the second mate, and that it was now too late, after nine or ten days' contract to reset or correct the misshapen limb except by a very delicate, difficult, and somewhat dangerous method of chiseling, of doubtful utility at best.

Therefore Dalton must go through life with a twisted shank, although, fortunately for him, his knee cap has been correctly reset, and has mended perfectly.

After receiving the surgeon's report at Norfolk, Dalton returned to New York, and entered the United States Marine hospital, where he remained under treatment from October 24, 1919, to February 25, 1920. Thereafter he placed his interests in the hands of Attorney Graves with the favorable result recently announced.

Compensation Awarded

The action first came to trial in the State Supreme Court, Kings County, before Judge Lasansky and a jury, on February 16, 17, 18, 1921. But the jury disagreed on some technicality, and a new trial was ordered. The second trial took place in the same court before Justice Dyke and another jury, March 15, 16, 17, last, and resulted in a sealed verdict for the plaintiff for $12,000.

Both seaman Dalton and his attorney deserve to be warmly congratulated on the award of this substantial verdict by a State court which recognizes the right of seamen, in common with all other classes of workers to maintain an action for damages when they have been injured, through the indifference, neglect and reckless driving of heedless employers on land or sea.

Prevention and Remedy

It has frequently been our painful duty in the past to dwell at length on these needless killings and maimings of defenseless seamen, as we fear it will be in the future. And, inasmuch as we cannot invoke the Mosaic Law of an eye for an eye, a tooth for a tooth, and a life for a life against those responsible for these frequent injuries to human beings, our only recourse is to the modern law which assesses personal injuries, like damages to property, in terms of dollars, and often allows property rights the greater consideration.

But for the present at least, we must enforce the laws, State or Federal, exactly as we find them for our own protection. And every seaman who is needlessly injured through the negligence of owners or the contemptuous recklessness of bucko masters and mates, owes a duty to every other seaman similarly exposed, as well as to himself or his dependents to invoke the laws designed for his protection and redress and fight to a finish. J. H. W.

APPLAUDING THE PRESIDENT

American shipowners manifested a great deal of jubilation over certain references to the Merchant Marine contained in President Harding's recent message to Congress.

Particularly gratifying to the point of view of these eminent sea lords was the inference drawn by their own interpretation of the President's message, that if a strict enforcement of the neglected provisions of the Jones Merchant Marine Act should prove inadequate to overcome the unfair (?) competition of foreign shipping so strenuously complained of by the American shipowners, other, and further relief in the form of direct or indirect subsidies might be provided to afford them additional advantage.

At the same time, they insist, the war

cost valuation of the Merchant Marine must be discounted in their favor, and the government which built the ships with millions of public funds must hereafter refrain from all pretense of owning or operating its fleets, and subsidize them in favor of private operators.

Well, if such be the policy of the new National Administration, so be it. Far be it from us insignificant seafarers to obstruct government policies for private purposes.

But why not be consistent about it?

If the sihps are to be linked to government interests by subsidies, why not shackle their crews by government retainers as well? In case of war, or national emergency, or in case the subsidized operators create an artificial emergency as an excuse for so doing, the Government can at once reassume control and priority over the ships, and restore them to national service.

But of what use would be the ships without the human element constituting their indispensable personnel?

Obviously, we cannot in a free country, as this great Republic is supposed to be, shackle a free man down to the degradation of involuntary servitude without a legal reason for so doing.

Under the ancient operation of the Merchant Marine, prior to the enactment of recent legislation, the seaman was always regarded as the property of the vessel, because he was always presumed to be in debt to the owner, and he could be apprehended, arrested and imprisoned, and impounded, or otherwise pounded, by the master, owner, agent or any other person —or anybody else, as a runaway slave without a warrant or any legal process, and subjected to an indeterminate term of imprisonment, or forced on board and compelled to fulfil his contract, simply because he had signed an advance note for wages backed by an employer whom he had never seen.

Now in this case, since a man cannot be held under compulsory servitude without a retainer, or other valuable consideration, real or imaginary, then why not insert in the proposed subsidy law a clause providing for a bonus, or retainer of say $1000 per annum, for every American seaman duly enrolled under the act, payable quarterly at the office of the United States Shipping Commissionoer same as wages. Then in case any seamen refused to serve on a mail steamer, or any ship chartered to carry government cargo or supplies, or that could be shown by any pretense or stretch of the imagination to be engaged in the remotest degree in government service, the law would do the rest, and those recalcitrant mariners, whether masters, mates or men, would go with that ship or go to Chokee.

We are not boosting for a ship subsidy act, we simply desire to draw attention to a slight defect in the proposed scheme that its eminent promoters appear to have overlooked.

The surest plan on earth to encourage foreign competition, discourage American seamanship and supplant the present personnel of the Merchant Marine with Asiatics and low-grade foreigners generally, is a national ship subsidy law, with its correlated evils.

Standardize American shipping conditions and commercial relations by rigid application of the Merchant Marine Act, as passed by Congress, and indiscriminate enforcement of the stabalizing provisions of the La Follette Act, then foreign ships will be shorn of their chief advantages in competing with American ships, subsidies will be thrown in the discard and patriotism, not serfdom, will be the compelling sentiment of the Merchant Marine, and American boys will follow the sea.

J. H. W.

AGREEING TO DISAGREE

Whether to agree or disagree, that's the question now agitating the minds of the special conferees of shipowners and seamen alike in considering the wage problem.

This has been conference week, and next week will be squabble week in the port of New York, and upon the outcome will depend the working status and wage adjustments of all seamen on the Atlantic and Gulf Coasts after May 1. The conditions adopted on this Coast, too, will have a bearing on the same questions on the Pacific Coast, for the problems coming before the Atlantic conferences will be similar in kind.

The difficulties and responsibilities confronting the conference of the Seamen's Unions are, therefore, unusually serious and exacting.

That the situation is particularly acute is made clear by the tardy and reluctant attitude of the American Steamship Owners' Association to consider any agreements with the seamen at all after May 1.

Now that they have been practically forced into conference through the urge of the United States Shipping Board and the prodding of public opinion, they are evidently determined to reject all proposals unless dictated by themselves.

Judging by their present attitude, the shipowners are not actuated by motives of good faith or a desire to maintain peace in submitting to the present popular demand for a conference with their employers.

In their three days' conferences with the representatives of the Marine Engineers' Beneficial Association, at which the Pacific Coast Engineers were also represented, the shipowners have shown their duplicity by appointing a committee fully authorized to confer, to argue and dictate to the engineers, but utterly powerless to conclude any agreement with them. That no agreement was reached was due to the uncompromising attitude of the shipping representatives, who attempted to enforce a reduction of 30 per cent in wages and utter emasculation of the terms of the expiring agreement of last year. The shipowners' proposals were presented in the form of an ultimatum to a vanquished victim, and not in the spirit of upright negotiations in a sincere effort to preserve peace and good-will between parties, and protect the public and national interests afloat. The shipowners now agree to meet the representatives of the Seamen's Unions next, when they will insist on a radical reduction in wages to meet the declining European-Asiatic scales, elimination of overtime, re-establishment of the two-watch system on steamers, and back-to-buckoism generally.

It is too early yet to predict results, but if a strike ensues as a result of the bulldozing tactics of the shipping interests, we hereby notify the American public in advance that the Seamen's Unions have done their utmost at all stages of the proceedings to preserve peace. J. H. W.

FIRE DOWN BELOW!

A serious fire occurred at the hearquarters of the Eastern and Gulf Sailors' Association, 67-69 Front street, New York City, on April 8, which, but for the timely and energetic actions of Comrades Claude Guynn and George Lorange, baggagemaster and janitor, respectively, might have resulted disastrously to the whole premises. Fortunately, the blaze was mainly confined to the baggage room in the basement, where it originated.

According to Comrade Guynn's statement, the fire was discovered in the furnace room in the basement of the building at about 10 o'clock in the forenoon, and when detected it had already gained considerable headway.

The basement of the building is lined with concrete, but is divided by a wooden bulkhead, which separates the baggage room from the furnace room.

This bulkhead soon caught the blaze, which was quickly communicated to the baggage piled in tiers on wooden platforms extending the whole length of the building.

The beams in the lower floor also caught vre and the flooring was partly destroyed before the blaze was subdued.

The damage to the building, which has not yet been fully estimated, but which will total at least five or six thousand dollars, is covered by insurance, but the loss in baggage and personal effects owned by individual members is a very serious one.

Mr. Guynn states that there were about twelve hundred pieces of baggage, including parcels, in the basement when the fire occurred.

Five hundred of these, at least, were either burnt or badly damaged by water.

All this is a dead loss, and a very serious one, to our members, some of whom have been stranded all winter and have not the means with which to acquire new outfits.

This unfortunate incident brings us back to the old problem of the baggage room, which started on Commercial street in Boston more than thirty years ago.

Since the very beginning of the Seamen's Union movement on the Atlantic Coast, the problem of caring for and protecting members' baggage has always been a difficult one to solve.

In the beginning, since the original members were all homeless, a baggage room was necessary, in order to enable them to escape the crimping dens, where the possession of a sailor's bag constituted a first lien on his body, soul and wages.

When the original constitution of the Atlantic Coast Seamen's Union was revised, in November, 1900, special provision was made for the maintenance of baggage rooms, and baggagemasters were appointed at headquarters and most of the branches to have charge of the same. But members have always deposited their dunnage at the halls with the distinct under-

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WASHINGTON LETTER

(By Laurence Todd)

U. S. Employers Arrogant

At the moment when Britain's workers are proving to British employers and the British government the folly of goading organized labor too far, the organized employers and their political allies in the United States are bringing to a climax their own campaign against the workers' standard of living.

The Railroad Labor Board, following a conference between President Harding and its chairman, has annulled the national agreement between the railroad employes and the railroad management, and has ordered the system federations and the companies to seek new agreements separately between now and the termination of the national agreement on July 1.

Reports are current here that the board will follow up with a decision that the employes in the shops and in the maintenance of way division shall take a cut of 15 per cent in wages, beginning May 1.

The companies are making great efforts to split off the transportation brotherhoods from the shop and maintenance and miscellaneous employes, in order that any strike caused by the attempt to crush the unions shall not be assisted by the running trades. The engineers, firemen, enginemen, trainmen, conductors and switchmen are being fairly smothered in fine words from the management, in the hope that the men will forget the lesson of 1916 and desert the majority of the railroad employes in their common battle. The spokesmen for the running trades, however, show no signs of having been hoodwinked by these tactics.

President Johnston of the Machinists points out that the cost in time and money of negotiating separately with 165 railroads of Class A, by the system federations, will be ruinously high, and that it will serve no useful purpose from the public standpoint. It will merely postpone the real settlement.

Glenn E. Plumb suggests that it is evirently the policy of the board or of the administration to lay down the rule of national unity of treatment for railroad capital and railroad rates, but local treatment for railroad labor.

President Noonan of the Electrical Workers remarked that it was strange that the board allowed only two and a half months for the making of the new and separate agreements as to rules and conditions, when more than six months were required to draft the national agreement, and even then less than 60 per cent of the proposed rules were agreed upon. He maintained that the Electrical Workers would not abandon the principle of national agreements, upon a basis of general basic rules nationally applied.

Future Action Uncertain

If the dissolution of the national agreement is followed by a cut of 15 per cent in shop and maintenance wages, will there be a strike?

One of the best-informed railroad labor men in the capital said today that the chance of a strike is rapidly diminishing. Seventy-five per cent of the shopmen and maintenance forces are already laid off, the shop work is being let to outside firms, bridge repairs are let to private contractors, and as traffic decreases the number and the degree of want among the unemployed become more serious. The unions must hold their position and their membership, so far as possible, even if they have to yield some minor concessions just now.

However, he added, the cost of operation will not be greatly reduced by a 15 per cent reduction in the rate of pay; the workers will be just that much less interested in their work.

Viewing the railroad situation from the outside, one is bound to recognize the temptation placed upon the organized railroad workers to slow up, when they believe a strike is being forced upon them by the organized alliance of big money and big politics, backed by the courts and the anti-labor press of the country. If the men stay at their jobs, with reduced pay and inferior conditions of bargaining with their employers, they will do so for reasons of strategy and not because they do not hotly resent the terms imposed upon them by their enemies.

Printing Trade Lockouts

There are abundant evidences of industrial war in other directions, this week. The approach of the inauguration of the forty-four-hour week in the allied printing trades, on May 1, has brought on a lockout of the Bookbinders in New York and Boston. The Master Bookbinders' Association in New York has posted "open shop" notices in its member plants, as the result of a provocative refusal to pay an arbitrated increase in wages for bindery women in one shop. The men employed there refused to work unless the award were accepted, and all were locked out.

A recent circular letter to locals from Walter N. Reddick, president of the International Brotherhood of Bookbinders, explains that the forty-four-hour week was offered to the union by the organized employers, who solemnly pledged themselves to make it effective May 1, 1921.

"All locals are directed," he says, "to confer with other printing trades unions with the view to having a uniform manner of approaching the subject. All of the organizations in the printing industry find themselves in the forty-four-hour campaign in an identical position, but it should be understood that strikes should not occur except with sanction to the local union from the executive council through the office of the international president." However, he specifies that "It matters not what pretext may be offered by the employing printer, the fact remains that they have executed a binding contract to deliver to the printing trades of America the forty-four-hour week by May 1, 1921, and we expect them to make good their contract."

Reddick warns the Bookbinders' locals that immediate and complete reports should be made to the international as to the manner in which every employer meets the issue, so that action in defense of the rights of the union may be duly planned and carried out.

Building Trades Affected

In the building trades the wage-cutting outbreak has rapidly spread during the week. Secretary Dobson of the Bricklayers' International has telegraphed to Secretary of Labor Davis, telling him of the wholesale wage reductions imposed by the contractors in violation of existing agreements, and in contempt of the rule of arbitration which has prevailed in the trade for the past twenty years. One of the most conservative and "safe and sane" of the labor bodies of the country, the Bricklayers find themselves fallen upon by the same "open shop" wolves as are trying to devour the radical unions in the garment trades.

Sailors Will Fight

Maritime workers are getting ready for a fight for their lives. The American Steamship Association, meeting the Marine Engineers' representatives in New York, have demanded a cut of 30 per cent in wages and the "open shop" rule. The Marine Engineers have rejected these demands and offer to tie up shipping on the Atlantic and Gulf coasts. Within a week the International Seamen's Union must meet the same demand. Intervention from the Government has failed to materialize. The Shipping Board, which owns four-sevenths of the ships, waits to accept the terms made between the two sides, or to line up with the shipowners in case of a strike.

Exploiters Seek Court Aid

To give a finishing touch to the situation, the anti-union employers are being secretly organized into a League for Industrial Rights, which waits for the Supreme Court to render a decision in the Golconda Coal Company case to the effect that any employer can collect damages from a labor union and its members for damage suffered because of the union's seeking to organize his employes. All members of the secret league of employers are to bring suits, after this decision is made, to seize the funds of labor unions, according to reports here. Having tied up the union funds in court, they will proceed with the campaign to starve organized labor into peonage.

Harding's Message Interpreted

President Harding's message to Congress is read by the U. S. Chamber of Commerce as a full endorsement of its slogan of "Business Uber Alles." The President, yesterday cordial toward labor, now is cold. He warns railroad labor that the public must be served more cheaply. He warns the country that our merchant marine must be run as cheaply as the ships of other countries. He insists upon a big navy, and he demands that expenditures in other parts of the administration be cut to the bone. This means, apparently, that the Labor Department will be curtailed in its work under pretense of national economy, while an expensive fight of the private shipowners to whip American seamen will be financed from the public treasury by the subsidy route.

Against this whole policy of reaction and oppression the protest of organized labor and the organized farmers was raised, in the conference held here this week by the people's Reconstruction League, which demands Government operation of railroads, heavy income and inheritance and excess profits taxes, a high standard of living for American producers, encouragement to cooperative production and trading, and the defeat of universal compulsory military training. Thirty labor and farmer organizations took part in the program, and joined in presenting their demands to Congress.

BROOMMAKERS CO-OPERATE

The city of Los Angeles is to have a co-operative broom factory, which will be 100 per cent union, with practically all the stock owned by trade unionists. It will be launched with the official sanction of the Central Labor Council.

Should this enterprise prove a success, in all probability the Central Council will go upon record as favoring co-operative institutions in every craft where the craft itself will take the initiative and guarantee a union shop.

The broommakers are thoroughly organized in Los Angeles, and are enthusiastic in their support of the proposed co-operative factory. They have come to the conclusion, as have many other organized wage earners, that so long as Labor continues to be content with wages, the profits of business, which far exceed wages, always will go into the pockets of the employers, who almost invariably use a part of their profits to keep wages down.

Advocates of Labor embarking in business on a co-operative basis say that in no other way can union-hating business men be more quickly brought to their senses.

It is believed union-labeled brooms made by a co-operative company will sweep the cobwebs from the eyes of Labor and enable it to see its own interests.

WEEKLY NEWS LETTER.

(Continued from Page 3)

"Wall Street Control" Exposed

"The power of Wall street" is not fiction but grim fact, according to a 125,000-word document filed with the Railway Labor Board by W. Jett Lauck, economist for the railway trade unions.

Mr. Lauck names twelve New York financial institutions that control a majority of the country's important railroads and the country's basic raw materials. This is accomplished through one hundred directors of these banks, who have interlocked their interests in ninety-two Class 1 railroads, in twenty railroad equipment companies and twenty-four coal railroads and coal companies. Through non-banking directors this combine is still further interlocked.

"The evidence shows," says the survey, "that there is a capital combine consisting of the major banks, the railroads and the industries controlling basic materials, and that this combine has and exercises a power over the economic destiny of the United States. It shows that within the identical capitalist group lies the power to adjust or misadjust relative prices in a manner that will stimulate or suppress industrial activity.

"It points out that this focal capitalist group has deliberately maintained high prices of steel, coal, cement and other basic materials, and that the railroads financed by the same interests have refused to place the orders for plant maintenance or even the orders necessary to prevent plant and equipment deterioration.

"The exhibit shows that the greater factors in American industry—the railway equipment producers—all are closely bound together by intercapital relations and interlocking directories, coming to focus in the house of Morgan.

"The industrial paralysis, which has staggered America, is 'capital on strike against society.' And capital, national and international, organized and concentrated, takes the stand that the 'capital strike' shall go on until labor comes to its knees and consents to sweeping reductions of wages, and also consents to surrender its right to bargain collectively on a scale co-extensive with the organization of the employers."

It is shown that while agricultural basic raw materials have dropped in price, the combine has maintained prices for the mineral products, and that the combine controls the mineral products. It is also stated that "the combine is holding up the prices of steel and other railway supplies with a view of accentuating the depression and then persuading the public that the railways cannot agree with the equipment companies over prices," although the railways and equipment companies are controlled by the same combine.

Of the twelve New York banks that are in this combine, the Guaranty Trust Company leads with directorships in fifty railroads. The National City Bank is next with forty-eight directors.

The directors are named and the report states that a number of them "belong to the inner banking circle centering around the house of Morgan and the National City Bank."

ATLANTIC COAST AND GULF

(Continued from Page 9.)

standing that they did so at their own risk. While the Eastern and Gulf Sailors' Association always has and will exercise all reasonable care for the safety and protection of effects belonging to its members, it assumes no financial responsibility for any loss.

The constitution provides no insurance against such loss, and it surely is not covered by the Shipwreck Benefit, which distinctly refers only to loss by disaster at sea or on shipboard.

The baggage room is, in some respects, a source of mutual benefit, because it tends to keep the members together and enables them to get away quickly when a hurry call comes for a crew, and affords them considerable convenience in other ways as well.

But it is doubtful if the baggage room is any longer worth the trouble which its maintenance imposes upon the union and upon individual members as well.

The crimping system is a dead issue now, and we believe it the essence of prudence and good sense on the part of our members to take their baggage with them to their homes or lodgings whenever possible, and thereby minimize the possibility of loss by storing much baggage in one vault.

It is probable that we shall always have a baggage room, at least until most of our members marry and become independent, but, meanwhile, everyone should endeavor to reduce the expense and risk of maintaining it as much as possible.

We deeply sympathize with our many comrades in their personal losses and believe that everything possible will be done for them to relieve their destitution and enable them to get to sea again, but this unfortunate incident should be a lasting lesson to all concerned—that it is safest to take care of your own dunnage.

J. H. W.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
HOBOKEN, N. J. ..... 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
NEW HAVEN, Conn. ..... 13½ Collis Street

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PORTLAND, Ore. ..... Room 21, Ainsworth Building
SAN PEDRO, Cal. ..... 613 Beacon St., P. O. Box 574

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Headquarters:
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P. O. Box 214
PORTLAND, Ore. ..... 68 Third Street
SAN PEDRO, Cal. ..... P. O. Box 54

ALASKA FISHERMEN'S UNION
Headquarters:
SAN FRANCISCO, Cal. ..... 49 Clay Street
SEATTLE, Wash. ..... 84 Seneca St., P. O. Box 42
ASTORIA, Ore. ..... P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC
Headquarters:
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PRINCE RUPERT (B. C.), Canada ..... P. O. Box 1675
KETCHIKAN, Alaska ..... P. O. Box 201

UNITED FISHERMEN OF THE PACIFIC
ASTORIA, Ore. ..... P. O. Box 138

FERRYBOATMEN'S UNION
C. W. DEAL, Secretary
SAN FRANCISCO, Cal. ..... 166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

BRITISH COLUMBIA STEWARDS' UNION
FRED WALSH, Secretary
VANCOUVER, B. C. ..... 311 Hastings Street, West
Room 2. Phone Seymour 3976

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Deck Street, Bellingham, Washington

Labor News

The striking painters of San Francisco have been ordered back to work by the District Council of Painters.

At Scranton, Pa., a reduction of 20 per cent in wages in all building crafts, effective May 1, has been announced by the Builders' Exchange. About 10,000 men will be affected.

Aggressions of open-shop employers have forced a strike of all union longshoremen on the lower Columbia River, which affects shipping at Astoria, Rainier, St. Helens, and intermediate points. Several steamers are already tied up at these places.

The building trades in Chicago are threatened with a lockout April 30, unless the unions sign up for a 20 per cent cut for skilled, and a 30 per cent cut in wages of unskilled labor. The announcement was made by the builders April 21.

The Copper Queen, Calumet and Arizona Mining Companies have announced reductions of from twenty-five to sixty cents in daily wages of mine workers to become effective May 1. About 1500 men will be affected.

The headquarters of the I. W. W. at Chicago have informed Charles F. Clyne, United States District Attorney, that it has notified virtually all members affected by the Supreme Court's recent refusal to review their convitions and that they will start for Leavenworth immediately.

Several printing shops of Stockton, California, have declared an open shop. The employing firms had asked their employes if they would hold to their forty-four-hour week demand on May 1, and when answered in the affirmative the union employes were replaced by non-union help.

Those who guide the destinies of the Butte County Farm Bureau seem to be anxious to re-establish pre-war conditions of discontent amongst their labor forces. The meowing in the jungles has been stilled for some time past, so the Butte County farmers have decided that farm laborers are to receive as little as $12 per week of seventy-two hours' work.

The Alaska Codfish Company have decided not to send any of its vessels to the Behring sea this year. The company proposed a reduction in wages and lay to their fishermen approximating 45 per cent, which was rejected in a decided manner, the men feeling their opportunities are greater in any other industry with considerable less hardship.

Home work (sweat-shop system) is to cease in Rochester, N. Y. By agreement between the Amalgamated Clothing Workers of America and the Rochester Clothiers' Exchange, which comprises all large clothing factories in the city, work on garments now done in private homes will cease on May 1. The Rochester manufacturers claim to be the first in the country to take this step.

Wage reductions have been announced affecting approximately 2000 employes of mines and smelters in the Coeur d'Alene mining district of Idaho. The cut amounts to 50 cents per day for mine employes and 75 cents for smelter men. The reduction, which becomes effective May 1 will bring wages of miners to $4.75 to $4.75 a day, and those of smelter men from $4.50 to $4.25 per day.

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$100	Treasury Savings Certificates	$83.00
$1000	Treasury Savings Certificates	$830.00

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Davmon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Elnar
Erikson, Lars
Ekengren, Olaf
Erikson, Nils
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Edvords, Louis

Forbes, Frank M.
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Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
Gran, Axel
Granath, Ed.
Gulliksen, Amandus
Gangsrod, Karl
Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Hergum, Louis
Holley, Wm.
Hagen, Harald
Healey, Geo. S.
Helgersen, Karl
Hansen, Martin
Holmen, K.
Harper, Earl
Hoed, Hans
Harms, F.
Hefling, Jack
Halmin, Wm.
Helmqvist, Elnar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Holtard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
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Johnson, Elias
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Johnsson, Matt
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Johnson, Ed 2794
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Johnson, G. A.
Jacobson, Torgils

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Jorgensen, Angel
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Kilkeary, Frank C.
Karren, John
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Kristensen, John
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Kristiansen, J. A.

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Lambert, Ed
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Laskinen, Fred
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Molder, John
Monroe, N. S.
Mengert, Fred
Moore, Thos.
Margaard, H.
Michalson, Harald
Musch, Chas.
Mann, Albert
McPherson, James
McLean, Angus
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McMullen, J.

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Ovist, John
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Ogga, Ed

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Rasmussen, Chr.
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Rasmussen, Peter
Rebour, Frank
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Randle, C. W.
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Ronberg, Edvard

Sandin, P.
Sater, P. Pedersen
Skag, Otto
Soderberg, Albin
Scarpa, E.
Stuffler, Roy
Sherrin, E.
Strand, Charley
Skaag, Paul
Shipley, A. M.
Steiner, F.
Stenberg, Hjalmar
Sitts, La Verne
Simonsen, S.
Sandstedt, E. H.
Seyfried, M.
Thorsen, V.
Tasel, John
Terwich, Hans
Tangeros, L.
Stetson, Henry
Schrage, P. W.
Schler, T. J.
Schirmbel, Rup
Sarv, H.
Smith, Aug.
Scarlett, J.
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Salmar, K.
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Samuelsen, Hugo
Semberg, John
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Teneson, J.
Trippiett, C. J.
Thorsen, Hans
Tugmen, Arthur

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Wheeler, G. W.
Welkens, Henry
Wiger, John
Welson, E. W.
Wilson, Walter
Westerlund, Albert
Thorsen, Hans
Torstinsen, A. J.
Volley, P.
Wold, Stadius
Ward, Wallace
Wahlstrom, Eric
Wallin, A.
Walker, A. A.

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San Pedro Letter List.

Alfredsen, Alf. -1961
Albertson, John
Aborn, J. M.
Anderson, G. B.
Andersen. J. N.
Anderson, Oscar
Allison, Benjamin
Anderson, Charlie
Adrian, Paul -2462
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Aspe, Theodor
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Alto, John -1349
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Ahrenstedt, Arthur

Bersin, Jacob
Belmont, Joe
Brunyee, Charles
Bush, P.
Bock, Herman
Bridges, H. R.
Bremer, Alfred
Bono, Victor
Bordreaux, E. T.
Behrend, Fred C.

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Coffey, George E.
Cooper, Albert
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Crawford, Thomas
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Cordeau, Thomas S.

Dealy, Daniel
Deaver, Alvin
Desmond, Albin
Devin, J.
Daunt, C.

Eliassen, George
Edtie, George
Evans, John
Eskola, H.
Fish,Ralph
Feeley, Donald
Fugman, Arthur
Forsberg, Alfred
Fickle, Omar
Fritz, Ottmar
Folvik, Louis

Goldyn, H. W.
Gotz, Rudolf
Gunnerud, Thorvoid
Gustafson, Carl
Gustafson, Johan
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Hannelius, Ragnar
Haggeros, Sam
Harnick, Julius
Hansen, Thorolf
Hagberg, Norman
Horner, Ambrose
Hasko, A.
Hickey, John
Hellman, Max
Hansen, Frank
Hurley, Michael
Heino, A.
Hoelland, Johnny
Hall, Robert E.
Horton, Geo. A.
Helari, August
Hernandez, Natalia

Jeffress, Eddie
Johnsson, P. A.
Johnsson, Pete
Johansson, Albert
Johansen, Anton
Jones, Arne M.
Janson, Jack R.
Johnsen, George
Jorgensen, Knud
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Jahnke, Richard
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Johnson, F. K.
Johnson, P. -2313
Johnson, Tom
Jones, Al.
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Jensen, Paul
Johansen, Carl
Jakkala, Maths
Jasper, Frank M.
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Jonassen Johannes
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Jensen, Kristian
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Koff, Mike
Kelly, W. J.
Kramer, Otto
Kohler, Arthur
Karjam, John
Kosser, G.
Kloe, A. E.
Kluge, Fritz
Katkin, Ed.
Karlson, William
Knudsen, Andrew
Karlson, John
Kallio, Franz

Larsson, Carl S.
Loven, C.
Lind, C.
Lindquist, Emil
Larsen, Olaf J.
Lee, James
Lehan, C.
Lill, Karl
Lodersen, John
Lawrence, Bruno
Larson, C. L.
Levy, Louis
Losher, Josef
Larsson, Karl S.
Loeff, H. Van Der
Lobelos, Jose
Lindholm, Charles

Miller or Meuse
Mazzoni, William
Moritz, W.
Mullins, John
Murishneck, Walter
Martinson, I. L.
McCard, Albert
McMullen, Dan
McGhee, E. J.
Nilsen, Hans
Nelson, Ernest C.
Nordberg, Hilding
Nelson, C. A.
Nelson, Karl M.
Neville, Thomas
Nelson, Charlie
Nystrom, Uno

Olsen, Edward
Ossante, Anthony
Olsen, Ole P.
Olsson, Otto
Olsen, Kristian
Olson, Olaf V.
Odom, Jackson
Olofson, Oskar
Olsen, Harold
Ovist, John
Olsson, Otto
Oberg, Mauritz

Portham, Matt
Paldan, Ed.
Petterson, C. V.
Pastorillan, H. K. M.
Pedersen, Lars
Peterson, Oscar E. -1558
Pahis, Jim
Potters, Bill B.

Rod, S.
Rosenthal, W.
Runge, Robert
Rand, Jacob
Roberts, J. W.
Rengsdorf, W.
Ruunska, Henry
Rokow, Steve
Reinbury, J. E. Jr.

Swenson, Ben
Svendsen, Geo. E.
Sager, W.
Sorensen, Edwin
Schierenbeck, K.
Siksna, Julius
Selzer, Max
Stahl, Oscar V.
Swanson, Eric K.
Sunde, O.
Stuhr, Olaf
Saunders, Jack
Soinila, Arvid
Spencer, Oswald
Sandberg, N. A.
Sether, S. J.
Sundquist, Walter
Shelenz, Chas.
Stoll, Ralph
Schmidt, H. T. L.
Stenroos, A. W.
Saland, Hans
Smith, Edward D.
Strasdin, Hans
Strahle, Charlie
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Thornlund, John
Tosh, James M.
Thompson, Benj.
Turning, Einar
Tvede, Nick
Tanum, Helge
Tinsman, F. T.
Thompson, Maurice
Thompson, M.
Thomas, Harry B.

Vizcarra, Oscar

Woide, John
Ward, Stephen
Wilhelm, Eduard
Winkelman, Otto
Wilhelmson, Karl
Wilson, John
Wright, Tom
Wennerquist, Anton
Wilson, Edw.
Wolden, Paul
Wright,Charlie
Ward, Wallace
Worthington, Asa

Yeoman, W. E.
Young, Carl
Young, William E.

Zimera, George
Zimmerman, Fritz
Zetbury, Harold
Zunderer, Theo.

Registered Mail

Halerup, Axel Johansen
Allison, Benjamin
Anderson, G.
Pinnington, H. D.
Zilla, Joseph

Packages

Costley, F. L.
Campbell, J. R.
Offerdal, Ing
Henum, Christ
Portham, Matt
Hansen, Oscar -2171

INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic." S. B. Axtell, 9 State St., N. Y. 3-29-21

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

SAN FRANCISCO
Alaska Fishermen's Letter List.

Andersen, Ole
Andre, John
Boman, Carl W.
Boergran, John
Boyd, Frank
Carlson, E.
Damberg, August
Domenico, P.
Duke,, F.
Dalin, August
Farrington, Joseph
Groth, J.
Gustafson, Emil
Hiteskero, J. C.
Hakansen, Ingvar
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Johansen, F. C.
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Karikromoni, Steve
Kelth, Manlius
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Leonard, Heber
Larsen, Theodore
Levele, Ed.
Malmsrom, F.
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Olson, Carl
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Perunin, Christian
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Shivers, D.
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Skooba, Nils
Tennisen, Peter
Widell, Julius

Registered Letters

Meyer, Hans
Rassmussen, P.
Strusk, John Walentine

INFORMATION WANTED

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen. Agent.

John Wallin is anxious to ascertain the whereabouts of Harold A. Lincoln and J. Peed, whom were with him on the Bark "Moshulu," at Melbourne, Australia. Kindly communicate or report at your earliest opportunity with his attorney at 676 Mills Building, San Francisco, Cal. 4-6-21

Anyone knowing the whereabouts of Robert J. Philpott will please notify his mother, Mrs. Philpott at 547 East Julian Street, Savannah, Ga. Philpott's father has died, and his mother is anxious to have him return. 4-20-21

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

You Want the Truth

This year there will be stirring times in the Nation. Under government censorship it is increasingly difficult for the average man to get the real meaning of the social and political movements of the day.

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Domestic and Naval

The New York State legislature has passed a bill which makes it a misdemeanor for landlords to discriminate against tenants with children.

A bill has been introduced at the opening of Congress, which provides for repeal of Panama Canal tolls for vessels flying the American flag. The measure will be vigorously pushed by its adherents.

Profiteering prosecutions brought against the "Big Five" meat packers have been dismissed by a Federal judge in New York, following the action of the Supreme Court holding the Lever Act unconstitutional.

A new halicopter, an aeroplane that will rise directly from the ground, has been invented, and is about to be patented in America, by T. Siborsky, the well-known Russian engineer and aviator and the builder of the famous Russian ninety-passenger aeroplane, "Hia Murometz."

Peking, China, is not the only place where overcrowding prevails. Edward Ambrose Brown, chief camp inspcetor of the State Housing and Immigration Commission, recently reported an asparagus camp near Stockton, Cal., in which twenty-five adults and sixty-six children were housed in one small building.

What is declared to be the largest shipment of cotton to Germany since 1914 is aboard the British steamer "Highmead," which cleared from Galveston, Texas, last week for Bremen. The ship's manifest shows 16,800 bales and eighty-one cases of relief goods aboard. There are hundreds of American-owned vessels of the Shipping Board fleet resting on the mud flats that could have carried this large cargo of American products.

The United States has asked the Italian Government to lend to America the services of an engineer skilled in the construction of semi-rigid dirigible airships, and several other men to aid in the building in the United States of craft like the Roma, the big dirigible purchased from Italy. The Italian Government has granted the request, and the Italian engineer, Celestine Usuelli, designer of the Roma, will supply plans and instructions for the proposed American craft.

As an additional safety device for handling a vessel at the dock or in close quarters, an indicator showing whether the engines of a vessel are running ahead or astern, has been invented by Thomas G. Plant, manager of McCormick & McPherson and former assistant district director of operations of the Shipping Board, and Samuel Mills, marine superintendent of McCormick & McPherson. The device, for which patent has been applied, is called the Plant-Mills Direction Indicator. The apparatus is connected to the main propellor shaft, and electric wires register the engines movements on the bridge, in front of the navigating officer. The number of revolutions is shown, with a green light indicating that the engines are running ahead, and a red light that they are running astern. The dial is dark when the engines are not running, and on long voyages the lights can be switched off at the bridge. The first installations of the invention will be on the new Matson freighters "Manulani" and "Manukai."

Domestic and Naval

The Louisana Constitutional convention recently adopted a clause prohibiting Japanese ownership of property in that State.

Starvation menaces 26,000 persons in the coal fields of Northern Alabama, the Salvation Army told Governor Kilby of that State.

Hereafter stowaways from foreign ports will receive a hearing before a special board with the privilege of appeal as recently announced by the Secretary of Labor.

Representatives of Nebraska farm organizations recently met at Omaha and decided to form one union May 6 to work for mutual co-operation. A committee to perfect the plan will meet on that date.

After becoming unmanagable in a stormy sea off Point Arena, the steam schooner "Catherine" recently sent distress signals broadcast, but was able to make Santa Cruz under her own power. The little steamer reported the loss of two blades from her propeller.

Built by the Government for operation by the Pacific Coast Guard Service to furnish aid in case of marine disaster, and to curb the smuggling of liquor, the big cutter "Haida" has been launched at the Union Construction Company's yard, in Oakland. The new cutter will carry a crew of 120 men, and will be equipped with six three-pounders.

A new record for net tonnage passing through the Panama Canal, and tolls earned was established in March. The aggregate net tonnage for March was 1,112,818 as compared with 1,094,323 for January and the tolls in March amounted to $1,105,-529, about $10,000 more than in January.

The Cunard Line anticipate large passenger bookings in European sailings. Five of the large ships, including the "Berengaria," formerly the "Imperator," will be supplemented by a fleet of smaller vessels. Construction work on two new ships, the "Scythia" and "Tyrrhenia," is being rushed in order to have them ready for the summer traffic.

A contract for installing two kilowatt, five hundred cycle radio sets on four new tankers under construction for the Standard Oil Company, has been awarded to the Radio Corporation of America. The vessels to be equipped are the tank-motor-ship "F. H. Hillman," 15,000 deadweight tons, building at the yards of the Bethlehem Shipbuilding Corporation; the tank motor-ship "H. T. Harper," 4750 deadweight tons, building at the Moore shipyards; the "H. M. Stroey" and the "W. S. Rheems."

Charges that the Shipping Board freighter "West Hartland" was "entirely to blame" for the collision in which she rammed and sunk the steamer "Governor" with the loss of eight lives on the morning of April 1, are contained in a libel memorandum filed with United States District Attorney Robert C. Saunders by counsel for the Aubrey Becker Sales Company, a Colorado corporation. The libel alleges that the collision was due to wilful violation of article 27 of the navigation regulations by officers of the "West Hartland," in that they "failed to take due prudent and timely measures to avoid the collision." The libel is directed against the United States, the United States Shipping Board, the Emergency Fleet Corporation and the steamer "West Hartland."

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Deposits	66,338,147.01
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Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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San Francisco Letter List

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Wilkens, Henry
Wolfe, J.

INFORMATION WANTED

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va. 3-9-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

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News from Abroad

Canada's total revenue from excise taxes for the fiscal year ending March 31 was $79,268,244.

Repatriation of prisoners taken during the conflict between Bolshevik Russia and Poland has been commenced by the two governments.

France has decided to grant amnesty to political prisoners. The general amnesty bill, covering offenses committed during the war, has been passed by the chamber. The vote was 528 for the measure to 14 against it.

Maxim Litvinhoff, Soviet representative at Reval, recently declared that despite the fact there was no formal trade agreement between the United States and Soviet Russia, at least one American steamer arrived at Reval every week with goods for Russia.

While the spectre of starvation stalks through all the countries of Europe, and unemployment grips the masses of the world, the mad whirl of debauchery goes merrily on in "Gay Paree." Americans with families or consorts are reported to be well represented at the races and gambling palaces.

Further hostilities appear to be brewing in the Balkans. The Greeks are maintaining a blockade of the Black Sea. The Greek destroyer "Jerax," recently seized and took to Piraeus a Bulgarian steamer. Bulgaria has protested. The Turkish nationalists are reported to be placing orders for tents, rifles, artillery and airplanes in Russia.

The disabled United States Shipping Board steamer "Wenatchee," with Major General Leonard Wood and other prominent passengers on board, in its maiden trip from the United States, is being towed to Yokohama by the Admiral Line freighter "Edmore," according to wireless advices. The "Edmore" picked up the "Wenatchee" 115 miles out of Yokohama.

What has happened to the movement in Russia, which our American press informed us was shortly to sweep the soviet form of government off the earth? Moscow reports show that the Communists have secured a majority over all of 857 in the elections to the Moscow Soviet. The final results, announced recently, showed: Communists, 1027; non-party delegates, 157; scattering, 11.

Reports from Stockholm, dated April 23, state that considerable quantities of Russian gold have been smelted into rubles and other gold articles by the Swedish mint lately. Seventy tons and most of this smelted gold, according to the mint director, has been sent to the United States in payment for goods. The United States is getting Soviet gold anyhow.

A shipment of naval shipbuilding material has reached Kobe from England on board the steamer "Inabu Maru" and will be used for the carrying on of Japan's naval projects. The cargo amounts to 3000 tons, including heavy boilers and machinery. During the war Japan bought from England some 120,000 tons of shipbuilding material and it is understood that immediately after the war a similar order was placed. According to officers of Japanese merchantmen, Japan has purchased submarines in Germany and is shipping them to the Far East in parts.

With the Wits

Father—In my youth I was frequently up with the lark at five in the morning.

Son—You had me outclassed, dad. I couldn't keep a lark going that long.—Louisville Courier-Journal.

Judge—Did you or did you not strike this woman?

Landlord—Your Honor, I only remarked that the wallpaper in her apartment bore fingerprints.

Judge—Two years for knocking her flat! Next case!—Cartoons.

Kitty, aged four, had been naughty and her father had administered vigorous correction before going to business.

That an impression had been made was apparent when on his return in the evening Kitty called upstairs, with frigid politeness:

"Mother, your husband's home."—Houston Post.

Mr. De Wet—Why are you clearing the umbrella stand?

Madame De Wet—Because we have company coming.

Mr. De Wet—Surely you don't think they would steal the umbrellas?

Madame De Wet—No. but they might identify some of them.—Sydney Bulletin.

Wabbly Ballyho (at sideshow)—Walk up gents and see the wonderful spotted ass!

Scissor Bill (pays dime, goes in and sees his reflection in looking glass)—Where's the spotted ass!

Wabbly Ballyho—You're the ass, and we spotted yer; go out the back way yer big boob and don't meow about it! ! !

Truth at Last.—"I say, Harry," said a miner to his mate, "What's a cosmopolitan?"

"Suppose there was a Russian Jew lived in England with an Italian wife, smoking Egyptian cigarettes, near a French window in a room with a Turkish carpet on the floor. If this man drank American ice cream sodas while listening to a German band playing 'Come Back to Erin,' after a supper of Dutch cheese made up as a Welsh rarebit, then you might be safe in saying that he was a cosmopolitan."—Los Angeles Times.

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MAY 1 2 1921

THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

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ALASKA FISHERMEN'S CONTRACT

Conditions and Compensation Provisions for Season of 1921

Secretary Peter E. Olsen has forwarded to the Journal a copy of the agreement entered into between the Alaska Salmon Packing Companies and the Alaska Fishermen's Union for the coming season of 1921. The agreement, which includes seamen, fishermen, beachmen, trapmen, is as follows:

AGREEMENT

Seamen, Fishermen, Beachmen, Trapmen

THIS AGREEMENT attached to and made a part of the shipping articles between ——————————, a corporation, the party of the first part, and hereinafter referred to as——————————, and each of the men signing the articles as party of the second part, WITNESSETH:

Section 1. The parties of the second part hereby engage in the services of said—————— and agree and promise for the consideration hereinafter mentioned to give their whole time and energy to the business and interests of said—————— and to work day or night (Sundays and holidays not excepted), according to the lawful orders of the captain, superintendent or whoever may be in charge; that they will during the time that they shall remain in the employ of said——————work and labor in the capacity of

SEAMEN, FISHERMEN, BEACHMEN, TRAPMEN.

Also to work on boats, lighters, vessels and in canneries, salteries and/or in any other capacity, up and down, and at and about the cannery or salting station assigned to, as per specifications of this agreement, and for the compensation herein provided.

Sec. 2. (a) Before and after the fishing season the following conditions shall apply: Forty-eight (48) hours shall constitute a week's work, time figured from Monday morning six o'clock until Saturday evening six o'clock in each week, provided, however, that at no time shall any men be compelled to work more than eleven (11) hours within each twenty-four (24) hours. If less than forty-eight (48) hours have been worked by any man between Monday six a. m. and Saturday six p. m., he shall not have to make up this time. Any man working over forty-eight (48) hours during a week or over eleven (11) hours during twenty-four (24) hours shall receive extra compensation at the rate of Seventy-five Cents (75c) per hour for each excess hour so worked. In weeks containing a holiday, forty hours shall constitute a week's work. Before and after the fishing season any man working between the hours of six p. m. Saturday and six o'clock Monday morning shall be paid extra compensation for such work at the rate of Seventy-five Cents (75c) per hour. During this time, and on holidays, men sent aboard or taken ashore shall receive extra compensation at Seventy-five Cents (75c) per hour for time of transfer, except on being taken ashore at time of arrival or taken aboard at time of departure.

(b) Except during the fishing season, work done on Decoration Day and Labor Day shall be paid for at the rate of 75 cents per man per hour.

(c) In Alaska the forty-eight (48) hour week's work shall not apply to men selected as ships' watchmen; these watchmen, however, shall during this time have one night off within each week unless Five Dollars ($5.00) is paid therefor.

(d) Men must have their working time entered daily in their time books.

(e) For men working ashore actual working time to be credited. For men not working ashore actual working time and time in transfer to and from vessel to be credited. No time to be credited on being taken ashore at time of arrival or taken aboard at time of departure.

(f) For refusal to work each man shall pay the——————Five Dollars ($5.00) for every day refused.

(g) The beginning and the ending of the fishing season to be determined by the superintendent.

Sec. 3. (a) No seamen, fishmen, beachmen or trapmen, shall be compelled to work as cooks or waiters (except in emergencies caused by sickness or accident), or to work in fireroom or engine-room of steamers other than filling coal bunkers, or to do any painting, or to work at any other cannery than the one to which they are assigned, except as provided by Section 7, or to work building new canneries, salting stations, houses, lighters, boats or permanent ways, or wharves or extensions to same, or telephone or telegraph lines, or painting, or handling lumber or other construction materials for new canneries, salting stations, houses or for shipbuilding purposes, or handling cargo or materials from or to other parties, or handling cargo, machinery or other material for a cannery or salting station not in operation, unless extra compensation is paid therefor.

(b) Before and after the fishing season men shall not be required to work as mechanics in canneries or make boxes, lacquer and label cans, or pile cans unless extra compensation is paid therefor.

(c) Men put to work on telegraph or telephone lines shall be remunerated for extra wear of their oil skins and rubber boots in addition to extra compensation and all other earnings.

(d) Extra compensation shall be paid for all work above specified under this section at the rate of Seventy-five Cents (75c) per hour. Money so earned to be equally divided among all fishermen, beachmen and trapmen at the cannery or salting station to which men doing such work are assigned, with the exception of hours worked by these men over eight (8) hours within each twenty-four (24) hours, which extra earning shall be paid to the individual men doing such work at the rate of Seventy-five Cents (75c) per hour.

(e) In cases of emergency such as safety of ship's or company's property being in danger, such work shall be done at any and all times without extra compensation.

(f) No extra compensation shall be paid for repair work. Painting shall not be considered repair work. Coaling any of the company's steamers shall not be considered extra work and no extra compensation shall be paid therefor except as provided in Section 2.

Sec. 4. (a) The time of service shall be from the date of sailing from until return to San Francisco, all on vessels to be designated by the—————— except in case of shipwreck or necessitated abandonment of the ship through stress of weather or lawful discharge, then all wages shall cease at the date of such casualty or discharge, except for such men as are paid for the run. If such disaster occurs before or after vessel has arrived at its destination in Alaska, these men shall receive the full run money.

(b) All shipwrecked men transferred to another vessel shall continue to work in accordance with these articles on any vessel to which they may be assigned.

(c) For the homeward voyage, the —————— to have the right, in case of emergency, to transfer men from one vessel to another assigned to same station.

Sec. 5. **COMPENSATION.**

GILL NET FISHERMEN. (a) Each gill net fisherman shall receive in addition to the wages of ONE HUNDRED AND FIFTY DOLLARS ($150.00) for the run and all other moneys earned under this agreement, TWENTY CENTS (20c) for each King Salmon, THREE AND ONE-HALF CENTS (3½c) for each Red or Coho Salmon, ONE AND ONE-HALF CENTS (1½c) for each Chum or Dog Salmon, and THREE-QUARTERS OF ONE CENT (¾c) for each Pink Salmon, caught and delivered to the——————

(b) The —————— shall not be compelled to take any Dog or Pink Salmon, but if received they are to be paid for at above rates.

(c) Fishermen put to cleaning or repickling salmon after fishing season shall be paid extra compensation at the rate of SIX DOLLARS ($6.00) per day per man. Money so earned to be divided equally among all the fishermen, beachmen and trapmen attached to the cannery.

(d) Fishing boats and crews ordered transferred to fish at another station than the one originally attached to shall be selected by lot and shall receive for loss of time in transfer credit for average catch during such transfer of boats remaining at the respective canneries. Before and after fishing season crews of these boats shall work at the cannery they were originally assigned to. No fishing to be done on any fishing grounds closed by the United States Government.

LIMIT. (e) Limit 1,200 salmon per day.

BEACHMEN AND TRAPMEN. (f) Beachmen and trapmen in any part of Bristol Bay shall receive in addition to the wages of ONE HUNDRED AND FIFTY DOLLARS ($150.00) for the run and all other earnings as provided by this agreement, compensation equal to the average amount paid for salmon to all gill net fishermen at the same station.

(g) All canneries operated by one company on the same bay or river shall be considered as the same station.

(h) For every line of canning machinery for tall cans operated in Bristol Bay canneries, three beachmen shall be employed exclusive of men on traps, steamers and launches. Beachmen in excess of this number may be transferred to other work.

(i) The number of filling machines to be operated at the respective stations shall be specified in this agreement.

(j) Beachmen and trapmen shall be assigned to their stations and fishermen shall be assigned to their respective canneries at the time of signing this agreement.

(k) Fishermen, beachmen and trapmen hired in Alaska shall commence work with the arrival of the first sailing vessel and cease work with the departure of the last sailing vessel of their respective stations and shall each receive in place of run money the sum of SEVENTY-FIVE DOLLARS ($75.00), together with all other compensation as provided for fishermen, beachmen and trapmen in this agreement.

(l) Fishermen, beachmen and trapmen, other than natives, hired in Alaska and not performing such work before and after the fishing season, shall not receive said sum of SEVENTY-FIVE DOLLARS ($75.00); credit shall be given to the fishermen, beachmen and trapmen at the respective stations for all such sums of SEVENTY-FIVE DOLLARS ($75.00) not so paid and it shall be shared equally among them.

(m) Men remaining in Alaska to be paid after last vessel is loaded. Men on regular annual or monthly pay not to be included.

(n) Should any fishermen, beachmen or trapmen be detained at any of the Bristol Bay stations after August 31, extra compensation shall be paid them at the rate of ONE HUNDRED DOLLARS ($100.00) per month for the time of such detention, including day of sailing. During such delay after August 31, eight hours within each twenty-four hours shall constitute a week day's work. During such delay after August 31 work done on week days over eight hours within each twenty-four hours and work done on Sundays and Labor Day shall be paid at the rate of SEVENTY-FIVE CENTS (75c) per hour to each man so working.

(o) Should any salmon be taken from traps more than twenty-four hours after the superintendent of the station has ordered the gill net fishing season ended, credit at the price under this agreement shall be given to all fishermen, beachmen and trapmen at the respective stations and be shared equally among them.

(p) For salmon transferred to Nushagak, Kvichak, Naknek, Egegak or Ugasik from other stations, or purchased from other companies, all fishermen, beachmen and trapmen employed at the station where such salmon are received shall share alike in an extra compensation equal to fifty per cent of the price paid for such transferred salmon where caught. No such extra compensation shall be paid for salmon caught by boats transferred to another station. All red salmon caught by fishermen at stations receiving such transferred fish shall be accepted in preference to salmon sent from other stations. Boats shall not be placed on limit while salmon are bought from other companies.

(q) Extra compensation at the rate of SEVENTY-FIVE CENTS (75c) per ton shall be paid for all gravel or rock landed from vessels. Money so earned to be equally divided among all fishermen, beachmen and trapmen at the cannery or salting station to which men doing such work are assigned, including the crew of the vessel discharging gravel or rock.

(r) The basis of compensation of wages if paid by the case shall be a case of salmon containing forty-eight (48) one pound tall cans. For wage purposes, if any salmon are packed in half pound cans three cases of forty-eight (48) half pound cans each to be computed as [illegible] forty-eight (48) one pound tall cans, and three cases of ninety-six (96) half pound cans each as four cases of forty-eight (48) one pound tall cans. If salmon are salted, each barrel of salmon is to be computed as four cases and each half barrel as two cases of forty-eight (48) one pound tall cans. Regular red salmon prices shall be paid for any and all [illegible] that may be put up for the company in cans or barrels, dried, smoked or salted.

(s) The [illegible] men shall receive the compensation set opposite their respective names on the [illegible].

(t) Men with family dependent upon him shall be allowed no less than SEVENTY-FIVE DOLLARS ($75.00) per month payable on the first of each month. Payments to commence on May 1.

(u) All wages earned to be payable in San Francisco after the return of the expedition, except the sum of TEN DOLLARS ($10.00) which is to be paid on the homeward voyage to each man signing this agreement.

(v) The other men shall receive the compensation set opposite their respective names on the [illegible]. All moneys earned to be payable in San Francisco after the return of the expedition, except the sum of Ten Dollars ($10.00) which is to be paid to each man signing this agreement on the homeward voyage.

Sec. 6. (a) Men not on monthly or season's wages shall be paid in addition to full run money and all other earnings, extra compensation at regular coasting rates and conditions if vessel they sail on from home port to Alaska calls for cargo on the up trip at any port not in Alaska, the extra time to be computed from date of departure from home port until departure from such intermediate port, both dates included.

(b) Men not on monthly or season's wages returning on vessels leaving canneries for home port via any intermediate port shall be paid in addition to full run money and other earnings, coasting rates and conditions from date of leaving canneries until date of leaving such intermediate port, both dates included.

(c) Men arriving from Alaska on..... vessels at a port of destination other than San Francisco, shall receive at that destination, in addition to their agreed pay, first-class transportation to San Francisco, or the equivalent thereof in money and Two and 50/100 Dollars ($2.50) per day for maintenance while waiting for transportation.

(d) Men hired by Seattle, Astoria or Portland companies in San Francisco, or vice versa, shall receive first-class transportation to port of shipping and return, and Two and 50/100 Dollars ($2.50) per day maintenance for time detained at port of shipping. Such transportation shall not be required to be furnished to men who have shipped in the same United States Customs District as the port of destination.

(e) Each man signing under this agreement at home port shall receive additional compensation at the rate of Two and 50/100 Dollars ($2.50) per day for each day delayed in home port if the vessel on which he sails is delayed more than two days after the date he is ordered on board, provided that this additional compensation shall not be paid if the delay is caused by order of the Government, stress of weather or action of men signing under this agreement. Notice of sailing dates to be furnished to the Secretary or agent of the Alaska Fishermen's Union in writing.

(f) If any man signing under this agreement and discharged before sailing without fault on his part justifying such discharge, and without his consent, shall receive One Hundred Dollars ($100.00) as compensation in full to be paid within forty-eight (48) hours after discharge.

Sec. 7. (a) In case of permanent stoppage of salmon canning at the cannery, by reason of inevitable accident or casualty during the fishing season, and before three-quarters of the pack has been made, according to the Chinese contract guarantee, such men as are not transferred to another cannery shall then receive in addition to percentages earned, full run money and monthly wages then earned, One Hundred Dollars ($100.00) per month from time of such stoppage or destruction of cannery until return to home port.

(b) If three-quarters of the pack has been made according to the Chinese contract guarantee, the men who are not transferred to another cannery shall continue to do such work in accordance with reading of Sections 2 and 3 as the superintendent may direct, for not over twenty-one (21) days from the date that cannery operations cease without extra compensation; but if retained longer than twenty-one (21) days they shall receive, in addition to percentages earned and full run money, or monthly wages then earned, wages at the rate of One Hundred Dollars ($100.00) per month from time of expiration of the twenty-one (21) days until return to home port. Eight (8) hours within each twenty-four (24) hours to constitute a day's work. Extra time worked to be paid at the rate of Seventy-five Cents (75c) per hour to each man so working.

(c) If men are transferred to fish at other canneries, men retained at the destroyed cannery shall, in this case, receive average of boat's catch by men so transferred.

(d) Men transferred to work at another cannery shall receive in addition to all monies then earned, percentages and conditions prevailing at the cannery to which they are so transferred.

(e) Each cannery shall be supplied with material sufficient for twenty-two thousand cases of forty-eight (48) one pound cans, or the equivalent, for every line of canning machinery for tall cans operated. Except in case of loss of material, wholly or in part through shipwreck or otherwise, fishermen, beachmen and trapmen shall be paid at the regular ratio of pay prevailing at such cannery for the amount of any shortage, provided, however, that the material on hand has been used up in canning before the run of salmon ceases.

Sec. 8. (a) On sailing vessels there shall be deducted from the run money of each fisherman, headsman or trapman not able to both steer and go aloft, the sum of Twenty Dollars ($20.00) on the outward voyage to Alaska and Ten Dollars ($10.00) on the homeward voyage from Alaska. MEN NOT ABLE TO BOTH STEER AND GO ALOFT SHALL NOT BE PLACED ON THE LOOKOUT, BUT SHALL STAND THEIR RESPECTIVE WATCHES AND DO SUCH OTHER WORK AS THEY MAY BE ABLE TO DO IN ACCORDANCE WITH SECTIONS 9 AND 10, provided that no deductions shall be made from the earnings of netmen, watchmen, lamp-trimmers or water-tenders, and further provided that in no instance shall there be more than one lamp-trimmer, three water-tenders and three watchmen. Lamp-trimmers and water-tenders to be non-sailors if available. From every twelve gill-net fishermen aboard such vessel, one man may be detailed to work on nets. On the homeward voyage netmen not able to steer or go aloft shall do such work as they may be able to do in accordance with Section 10. All money deducted on a voyage of a sailing vessel shall be equally divided among the following men aboard,—the mates of the vessel (if such mates have signed as fishermen, beachmen, or trapmen in addition to other services), and all fishermen, beachmen and trapmen able to steer and go aloft, INCLUDING NETMEN. Watchmen, lamp-trimmers and water-tenders shall not share in money so deducted. In all sailing vessels carrying cannery crews, the master of the vessel shall assure himself that a sufficient number of sailors be assigned to his vessel for three watches.

(b) Men not steering or going aloft on outward voyage shall not steer or go aloft on return voyage.

(c) All men assigned to steamers shall each receive full run money.

(d) For the outward voyage of sailing vessels having accommodations for two watches only, the men shall be paid Twenty-five Dollars ($25.00) each in addition to all other earnings. For the homeward voyage paragraph (a) of this section shall apply.

(e) On Bristol Bay vessels there shall be selected a sufficient number of men to discharge and load the vessels, these men to do such work in any Bristol Bay port, but they shall be required to do this work on their respective vessels only in accordance with Sections 2, 3 and 9, except on vessels carrying two watches only the superintendent may put additional men on such vessels while discharging and loading. On all vessels with destinations other than Bristol Bay ports all men signing under this agreement shall discharge and load cargo. In all vessels, except steamers and schooners, there shall be no less than eight men working in the hold during the actual time of discharging and loading.

Sec. 9. (a) Men who stay on vessels while discharging and loading agree to work all cargo to or from any lighters, steamers, vessels or canneries belonging to the.....; also to moor and clean ship, bend and unbend sails and prepare hold for cargo in accordance with Sections 2 and 3, but all lightering shall be done by the crew of the cannery to which cargo is consigned.

(b) Any man put to work scraping sailing vessels on the outside shall be paid extra compensation for such work at the rate of Seventy-five Cents (75c) per hour per man. Extra money so earned to be paid the man doing such work.

Sec. 10. After vessels leave Alaska for San Francisco all men shall clean ship and scrape and oil down masts and booms when ordered. Men shall not be required to clean quarters of Orientals.

Sec. 11. Each boat used for gill-net fishing shall be equipped with tent, pump, bailer, one double and three single blocks, two water breakers of not less than four gallons capacity each, and one oil pressure stove, one oil can, one piece of canvas to roll bedding in and two life preservers. Boat and all equipment to be returned at the end of the season to cannery in good order. Articles missing to be paid for by boat's crew, except lost by unavoidable accident.

Sec. 12. (a) At the time of signing these articles gill-net fishermen shall be given the numbers of their respective boats.

(b) All gill-nets shall be numbered and selected by lot before fishing begins.

(c) After gill-net men have selected their fishing partners, the captains shall remain in their respective boats for the season, and no changes in boat pullers can be made except by the mutual consent of the men making the changes.

(d) If any man is incapacitated for gill-net fishing on account of illness or accident, he shall, upon recovering, be given the privilege of returning to his original boat.

(e) If any gill net fisherman loses his partner through sickness or accident, or by partner leaving the boat, and is unable to find another partner, the superintendent may select a new partner for him. If such partner be unobtainable the fisherman so left alone shall be placed to work until a fishing partner is secured. While not fishing such man shall receive credit for the average catch of boats fishing for his respective cannery or limit when boats are on the limit.

(f) A gill-net fisherman refusing to go fishing or work otherwise shall be considered as having quit the employment of the company, and shall be paid in accordance with Section 18

(Continued on Page 11.)

Weekly News Letter

Contributed by the American Federation of Labor

Union Teachers Show Grit

School teachers in the City of Memphis, Tenn., are organized, which accounts for them standing up as Americans, rather than accept the word of some politician who poses as an "educator."

The modern teacher was shown in action at the meeting of the West Tennessee Teachers' Association, which is the usual combination of county superintendents and other office-holders, who permit teachers to be present and act as stage scenery at their annual confabs. This has been the rule, but at the last conference of the association the union teachers abandoned their "yes-yes" policy to the dismay of their "rulers."

The teachers smashed the slate for officers and elected as president Dr. Austin P. Finley, one of the strongest men in the faculty of the West Tennessee Normal School.

The teachers also put up a stiff fight against a resolution passed last year in which affiliation with the trade union movement was condemned. The resolution was rescinded, but not before the biggest kind of a row was staged.

One of the teachers writes: "If you have never witnessed an event of this sort or have never seen a group of higher-ups explode when mere privates take the floor, just try it some time in your own State convention. The scene can better be imagined than described."

Operating the Blacklist

Coal miners and their families in Alabama are starving because of the blacklisting policy of coal owners.

This condition is the culmination of a strike that was forced on the miners several months ago. At their solicitation, the United Mine Workers of America came to their aid and spent several hundred thousand dollars in this movement to compel the coal owners to pay a living wage. Troops were put into the strike zone, Chambers of Commerce denounced officers of the Miners' Union, and the public press and every other influence that the coal owners could muster was lined up against the workers. It was finally agreed to leave the matter in the hands of Governor Kilby for settlement and the strike was declared off. The Governor's award gave the miners nothing, while legalizing the blacklist if the coal owners were so inclined.

The hint was quickly acted upon and hundreds of miners have been refused work, while their families are in actual want.

The Governor gives notice that he can do nothing, and those influences that screamed their friendship for the miners during the strike now ignore them.

Officers of the State Federation of Labor have voted $500 to relieve the miners until a call can be issued to every affiliate for weekly contributions. The appeal will also be issued to trade union sympathizers.

Governor Kilby is being denounced without stint for his part in the strike settlement, and it is declared that he had it within his power to insist that the public welfare demanded harmony in the coal industry, and that the coal owners should improve conditions.

Steel and Coal Blamed

Profiteering, chiefly in coal and steel products, was held responsible for a large part of the financial difficulties of American railroads in an exhibit prepared by W. Jett Lauck, economist, and filed by the railway shop unions with the Railway Labor Board.

It is stated that "a conservative estimate of what this profiteering cost the railroads from 1916 to 1919 is $75,000,000 a year in coal bills and $200,000,000 for steel and iron products, including equipment and repairs for locomotives and car companies.

"The railroads expended for coal and other materials and supplies in 1920 about $2,000,000,000. According to figures published by the United States Bureau of Labor Statistics, there was, up to February, 1921, a decline of 38½ per cent in average wholesale prices of all commodities, although the decrease in the cost of living in the same period was less than 10 per cent."

The exhibit shows that the net income of eighteen steel companies averaged $337,000,000 a year during 1916-1918, as against $74,450,000 a year during 1912-1914.

The war profits of seven railroad equipment concerns were nearly two and one-half times as large as in pre-war times. The New York Air Brake Company increased its profits from an average of $622,013, or 6.2 per cent, in pre-war years, to an average of $4,053,000, or more than 40 per cent for the years 1916-1918.

Official Doesn't Know

At a hearing in Philadelphia, April 30, before a representative of the Interstate Commerce Commission, Samuel Rea, president of the Pennsylvania Railroad, said he didn't know the difference between repair costs of his company and the Baldwin Locomotive Works.

When the railroad official's attention was called to a newspaper statement by him that repairs cost less when done by private concerns, he said the statement was prepared by the railroad's publicity agents.

Alien Bill Passed

The House of Representatives, April 30, passed the immigration bill on a vive voce vote. Under the proposed Act the number of aliens of any one nationality admitted during the next year will be 3 per cent of foreign-born persons of such nationality residing in the United States according to the 1910 census.

The bill is practically the same as that passed by the last Congress and vetoed by President Wilson.

Bakers Hold Lines

The Ward Baking Company has renewed its agreement with the Bakers' Union. The company has branches in several cities.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg, Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Observance of May Day throughout Italy was accompanied by clashes between Communists and Nationalists. Several were killed and many arrests made.

Employes of the entire Guatemala railway system have been ordered to strike as a result of the appointment of Juan Machado as station agent at Puerto Barrios.

As a sequel to the burning of the labor headquarters in Turin by Fascisti, Turin Socialists occupied a number of the factories there, according to messages from Rome.

At Winnipeg the Joint Council of Industry has issued a report reducing the pay of bricklayers to $1.15 per hour and carpenters to 90 cents per hour for the year ending April 30, 1922.

Operations of the Price Bros.' paper mills at Kanagami, Canada, have been suspended and 1600 hands are out of work, as the result of a strike in opposition to anticipated wage cuts.

In Great Britain the National Union of Railwaymen has instructed its members not to handle coal from colliery sidings or from overseas. Coal for hospital and household use and for public utilities purposes will not come under the embargo.

Unemployment in England is increasing at "an alarming rate." In Birmingham more than 100,000 persons are idle, an increase of eight thousand per week during the last three weeks. An unprecedented volume of German goods is being dumped upon the British market.

Latest reports from London show that negotiations for the settlement of the coal strike having become deadlocked through the rejection of the Government's temporary subsidy offer by the representatives of the miners. The three parties to the dispute, miners, owners and the Government, have once more returned to their respective camps. The members of the miners' executive board scattered to the coal fields, apparently without expectation of any early adjustment of the difficulty.

Recent advices show that over one million tons of shipping is tied up in Norway on account of the opposition of the maritime unions to an attempted cut in their wages. The attack on the Norwegian seamen was timed in conformity with the ultimatums submitted by shipowners of Great Britain and the United States. Norwegian shipowners are reported to be closely watching the progress of events as they relate to the controversies between maritime unions and shipowners on this side of the Atlantic.

The port workers of Uruguay are giving their unqualified support to their fellow-workers in Argentine. Late reports show that the United [illegible] Shipping Board steamer "Acolus," which arrived at Montevideo last week, has been boycotted by the ship repair workers' union of that port. The boycott was placed at request of the Port Workers' Union of Buenos Aires which has kept the steamer "Martha Washington" of the same line (Munson Line) tied up at the latter port for several weeks. Each succeeding day exemplifies the solidarity of the workers in our South and Central American Republics.

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Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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Members of the Masters, Mates and Pilots' Association of the Pacific, and shipping interests in general, please take notice that, on and after April 30, 1921, the Headquarters of the Masters, Mates and Pilots of the Pacific will be located at 52 California Street, in place of 62 Steuart Street, San Francisco, Cal. The telephone number will remain the same as present: "Kearny 2034."

W. H. STARK, Sec'y.

INFORMATION WANTED

Anyone knowing the whereabouts of John Johnsen, a native of Bergen, Norway, and a member of the Sailors' Union of the Pacific; last heard of in Norfolk, Va., on board the S. S. "Lake Texan," kindly communicate with his brother, Andrew Johnsen, P. O. Box 65, Seattle, Wash.
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Pacific Coast Marine

The Pacific Mail steamer "Point Bonita" will leave for Baltimore and way ports on May 15. The vessel is at present tied up at the Moore shipyards for repairs.

The Williams liner "Willholo," 10,560 tons, the largest vessel ever entering Gray's Harbor, has been safely docked at the Hullrest mill. The vessel will load 2,200,000 feet of lumber.

With California products filling the holds to the plimsell marks, the motor-ship "Asia" and the motor-ship "Indien" of the East Asiatic Company sailed from San Francisco April 30 for Hamburg and Scandinavian ports.

Three thousand tons of relief supplies for Armenia are to be loaded at San Francisco and Puget Sound for Constantinople by the steamer "Esther Dollar," now on the berth at New York in the Robert Dollar 'round-the-world service.

The "Manulani," a 14,000-ton freighter, built by the Moore Shipbuilding Company for the Matson Navigation Company, is considered by a number of shipping men the finest finished freighter ever built in this country.

Eleven ocean steamers departed from Portland on April 30 in a rush to be under way before Admiral Benson's ultimatum slashing mariners' wages went into effect. The vessels signed under the old agreement, and it is considered the record day for departures from that port.

K. I. Matsukata, president of the International Steamship Company of Japan, states that Japan's shipbuilding industry is at a standstill on account of the slump in the freight offerings of the world and numerous contracts for tonnage have been allowed to lag or be completed without being accepted.

With the inducement that graduate students of the United States Shipping Board School of Engineering rise rapidly to the ranks of marine engineers, D. W. Dickie, in charge of the school, announces that there are several openings awaiting men desirous of becoming engineers in the school.

The steam-schooner "Fred W. Fenwick" has been purchased for $150,000 from her Norwegian owners. This price is demonstative of the drop in tonnage prices during the past eighteen months. The "Fenwick" was built in San Francisco during the war, and is of steel construction, of 3000 deadweight tons. Her arrival to her new owners is scheduled for June.

Portland customs-house figures show wheat shipments for April amount to 1,246,132 bushels, with a valuation of $1,654,260. Flour shipments amounted to 72,680 barrels valued at $148,598. Lumber shipments to the Orient went better than five million feet in parcel lots, no full cargoes being dispatched. The value of the lumber is placed at $100,568. Intercoastal shipments of wheat and flour amounted to approximately eleven thousand tons.

Officials of the E. K. Wood Lumber Company say that they have received no report, as yet, concerning the safety of the schooner "Defiance" en route from Gray's Harbor, December 21 for Callao. The vessel with a shipment of 600,000 feet of lumber for delivery to the Peruvian port has never been reported. The owners, however, declare that they are not unusually worried over the arrival of the vessel, as weather reports received here indicate that the weather conditions have been contrary.

Officials of Balfour, Guthrie & Co. state that an increase is noticeable in British exports to this country. The steamer "Guthrie," which is operated by the company, is said to have a consignment of general merchandise from England larger than any she has brought in some time. Exports from the Pacific Coast to Great Britain are also growing, the "Rotarian" having sailed for Liverpool Thursday with her hold full. The "Rotarian" put in at San Francisco to load six hundred tons of canned goods.

The steam schooner "Alliance" has been sold at San Francisco to satisfy certain claims against the vessel which follow the withdrawal of the Gulf Mail Steamship Company from the Mexican trade. The "Alliance," of 431 tons net register and 164 feet long and thirty-five feet beam, was built in Eureka in 1897. Virtually every port from Sitka, Alsaka, to the lower west coast of Mexico, knows the "Alliance," as the craft during her long career has been in operation mostly in the coastwise trade of the Pacific Coast.

For the purpose of providing adequate and safe berthing for the convenience of vessels in the operation of the quarantine and customs service at San Francisco, a proposal has been advanced by the State Harbor Board that the present wharf at the foot of Hyde street be extended. The Government boats at Meiggs wharf have been frequently compelled to seek other piers to tie up to while waiting for foreign vessels to anchor off the quarantine station because of the numerous vessels which called in there for fuel.

All but two of the sailing fleet of Hind, Rolph & Co. will be laid up with the arrival at Victoria of the barkentine "Puako," which is now due in ballast from Newcastle, Australia. Five of the vessels are now laid up at Sausalito and Oakland Creek and the two ships now at sea probably will be taken out of commission when they arrive in port. The ship "W. T. Lewis" is now loading coal at Newcastle for South America and the "Honoipi" will sail shortly from Peru for Apia to carry a cargo of copra to San Francisco. Both the barkentine "Lahania" and "Conqueror" are laid up temporarily at Sausalito, while the "Makaweli," "Muriel" and the "Robert R. Hind" are awaiting improvement in cargo offerings at the Oakland Creek vacation field for idle vessels.

To meet the drastic cut of thirty-five cents per one hundred pounds on all dried fruit in boxes made by the Isthmian Line two weeks ago, six steamship lines in the North Atlantic and Pacific Eastbound Conference agreed to meet the reduced rates. The Isthmian Line, which is not a member of the conference, slashed the rate on dried fruits in boxes from Pacific Coast ports to the Atlantic from ninety cents to fifty-five cents. When news of the drastic cut was learned no action was taken by the other operators in the inter-coastal steamship service, because they believed that some action could be taken to force the Isthmian Line to rescind. A peculiar situation was brought about by the six companies meeting the reduction. Three other steamship lines, who are members of the conference, have refused to agree to the reduction, and unless there is some adjustment made, it is predicted that there will be a rupture in the conference. In the event that there is a break in the ranks, there will be some lively reductions made under cover to secure freights. The three lines that refused to join in the reduction are the Luckenbach Steamship Company, the Williams-Dimond Company and the Matson Navigation Company. It is understood that the former two lines have been opposed to some of the actions of the rest of the lines in the conference in the past. The ones making the reduction were the Pacific Mail, North Atlantic and Western, Williams Line, Atlantic Gulf and Pacific and Swayne & Hoyt. The fifty-five-cent rate on dried fruit in boxes favors California packers, as the rate on dried fruit in sacks stands at sixty cents. When the reduction was made in sack fruit the packers here were "up in arms," as they said the rate favored the Eastern packers.

That the arrival of the first "535" liner in the Orient has been cause of great concern to the Japanese is shown by the following editorial comment, which was translated by officials of the Pacific Mail Company and forwarded by John H. Rosseter to Admiral Benson. The Yamato Shinbun, of Tokyo, said on March 25: "The S. S. 'Golden State' of the Pacific Mail Steamship Company, which is the first to be dispatched of the State type steamers menacing our marine circles like thunder, will arrive at Yokohama on the 2nd of April, carrying more than two hundred tourist parties to this country. The make of the steamer is very similar to those of men-of-war, but the inner accommodations are luxurious and complete, with full capacity for cargo and passengers. The usual speed power is said to be seventeen and a half miles an hour, but can speed to twenty-three miles an hour on an extraordinary case. Twelve other of the same type steamers will continually be operated after the 'Golden State.'" On the same day the Jiji Shinbun of Tokio carried the following: "It is a great menace for the N. Y. K. and T. K. K. that the American Shipping Board has given instructions to the Admiral Line and the P. M. S. S. Company to operate each five '535' type passenger boats in trans-Pacific lines. The new steamers will continually show their big shape in Yokohama harbor after April. Among the above ten ships the first ship to arrive at this port is the 'Golden State,' which is operated by the P. M. S. S. Company. She is expected to arrive on the 4th of April, sailing from San Francisco March 19, carrying full cargo and passengers to the East. These steamers will call at Shanghai, Hongkong and Manila to secure cargo and passengers. A terrible competition is expected and it will be a big blow for the T. K. K. and N. Y. K. It is said by the Japanese side that the American temperance law not allowing to take a drink on board the steamer, they are not much afraid to compete passengers against American ships, because some of the passengers will select Japanese ships in this case. The '535' type steamers can carry 259 cabin passengers and 300 steerage, and 10,000 tons of cargo. She can provide fuel oil on use to navigate 11,000 miles. Her highest speed, twenty miles, and usual speed power is seventeen and one-half miles an hour."

S. T. Hogevoll, Admiralty Lawyer, Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

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(Continued on Page 11)

The Seamen's Journal

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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES ASSN. SAN FRANCISCO

WEDNESDAY, MAY 4, 1921.

DISCLOSED BY THE PRESS

Although credence can seldom be placed in press reports, due to the manner in which they are frequently colored, there are times when truth is brought to light by the subject matter contained therein.

The extent to which the seamen's contentions, relative to maladministration of the Seamen's Act, have been suppressed by the commercialized press can never be fully understood by the American public. There are instances, however, when contradictory facts give the lie to a volume of subsidized propaganda.

It has been the everlasting ambition of certain coolie-loving shipowners to completely Orientalize the deck and engine-room departments of the American Merchant Marine.

Congress perceived the danger of permitting this trend of sea control towards Asia, and enacted a law which had for its purpose establishment of an American personnel for the merchant service; and from the time the bill was signed by the President until the present day its provisions have never been permitted to function. Some sections of the law have been ignored, and the language clause has received the most hostile interpretation. In fact, the operation of this section has been made impossible by officials of the department entrusted with its enforcement.

These subordinates to coolie policy have done all in their power to make the required examinations a huge joke.

The following interesting item recently appeared in the shipping news of the San Francisco Chronicle:

[illegible] Furuseth [illegible] Labor Union, that [illegible] the regulations of the [illegible] Law on the Pacific has been [illegible] by Herbert Hoover, Secretary of Commerce, following [illegible] Colonel J. S. Irby, Surveyor of Customs.

Furuseth [illegible] that the language test setting forth that foreigners employed on American vessels be able to understand the English language sufficiently to receive orders [illegible] was not being held up to its [illegible] the law.

"While there were certain instances shown on some American vessels employing Chinese crews that the seamen were not qualified to meet the Seamen's Law, a survey showed that on the [illegible] in this regard was of the highest standard."

As a proof of the "highest standard" of Colonel Irby's work, the following article by Gilbert G. Weigle appeared in the San Francisco Examiner, May 1:

A New Lexicon

"The United States has a new language. It was given official confirmation yesterday at the Customs House in a dispatch received from Secretary of Commerce Herbert C. Hoover, Stanford graduate and famous American.

"As for the language itself, it was discovered by Capt. John T. Stone, special deputy surveyor of customs under Col. John S. Irby, at whose suggestion Stone sent his discovery on to Hoover at Washington for approval before placing it in the Government records at the Customs House as 'English recognized by the laws of the United States.'

"The approval having arrived, Capt. John Stone's 'Revised English Dictionary' will now include some 'perfect forms of English speech' that must certainly, as polemics go, start something in the realms of philology.

"Imagine if you can Noah Webster considering this for his dictionary: 'Hola! You ketcham clean fire velly quick!" Yet that expression is legal United States language in Captain Stone's new dictionary. It means, 'get down into the fireroom and clean the clinkers out of the grate!'

"Noah Webster was a student striving to preserve our language.

"Captain Stone is a student striving to preserve and prosper our commerce overseas.

"It all came about through orders received from Washington by Surveyor of Customs Col. John S. Irby that Captain Stone be directed to make a careful and thorough survey of all ships' crews at San Francisco and enforce the provision of the famous Seaman's Act that 'all ships shall have able-bodied crews and certified lifeboat men, 75 per cent of whom must be able to understand orders in English by the officers of the ship.'

"Captain Stone began his investigations and soon he found himself robbing ships of perfectly able-bodied sailors and certified lifeboat men just because they couldn't understand his faultless flow of discriminatingly chosen English.

"Yet he had to uphold the Seaman's Act. Being a resourceful man of thirty years' experience in enforcing American laws, Captain Stone bethought himself of the ingenious plan of stretching the English language a bit. He did it, and here are a few samples of how far he stretched it:

"'Suyia nara kodomo grab that fire bucket,' spoken to a Jap in English satisfactory to the Seaman's Act if, as his report to Secretary Hoover noted, it is 'spoken while energetically inhaling sea air through the teeth.' The expression means, 'Quick, now, my lad, grab that fire bucket.'

"Spoken to a French sailor, 'Tres vite with the halyard, Francois!' is equivalent to 'Hurry up and grab that rope that keeps the boom in place.'

"A Portuguese sailor will understand, 'Ho! Jo! Grabba pretty queeka da rope!' No Mexican will ever loiter when he hears this 'English' order: 'Caramba andalay with that life belt!' 'Get a move on you,' is mildness compared.

"Chinese respond with alacrity to 'Lun lifeboat velly fast muck a hai!' It is equivalent to 'Quick to the lifeboats! Get 'em on the davits and ready for the passengers!'

"These and scores of other new English expressions, now that they are approved, will, in Captain Stone's opinion, permit hundreds of otherwise disqualified sailors to stay on their jobs—which means fully manned ships plying in foreign trade instead of 'graveyards' and idle bottoms.

"As a promoter of American trade overseas, Captain Stone is a good dictionary maker."

Off-hand, the implication is that the only salvation for the U. S. Merchant Marine is unrestricted employment of coolie labor. Therefore, in the interest of these Mongolian proteges of mercenary shipowners, Colonel Irby holds to ridicule a law which he is expected to enforce.

That the Secretary of Commerce is also in full accord with efforts for Orientalizing the American Merchant Marine can be gathered from another recent press report, as follows:

Washington, April 25.—Despite requests from the International Seamen's Union for stricter [illegible] of the language test provisions of the Seamen's Act, Secretary Hoover said today that the existing interpretation of the Bureau of Navigation would remain unchanged.

Hoover said that the union's request that provisions which require seamen on American ships to understand orders from American officers be construed that the seamen understand English brought up the question of Chinese crews on American ships in the Pacific and the [illegible] use there of "pidgin" English. The American shipping situation in the Pacific is "already desperate" as a result of Japanese competition, Hoover added, and if American ships were forced to dispense with Chinese crews all hope of the upbuilding of the American Merchant Marine in that ocean would have to be abandoned.

What could be more convincing as to the reasons why the American shipowners refuse to arbitrate, and Admiral Benson announces a policy of no compromise?

ILLUSTRATED BY CONTRAST

The inefficiency of Chinese seamen has never been a matter of conjecture, it has always been proven and well known, while their tendency to stampede in face of danger makes them the most undesirable of all ships' crews.

The following story from Peking calls for reflection as to what may be expected at any time as a result of carrying coolie crews:

"Sinking of the steamer 'Hong Koh,' bound from Singapore to Amoy with approximately eleven hundred Amoy and Swatow Chinese and thirty thousand bags of rice aboard, just outside Swatow, precipitated a panic in which the passengers fought each other with knives, axes and hatchets for places in the boats, according to consular advices from Swatow. About a thousand passengers and most of the native crew were drowned or killed in the rioting.

"The 'Hong Koh' was drawing twenty-two feet of water when she approached Swatow. A pilot went aboard, but refused to bring her into port because of insufficient water over the bar at the harbor entrance. The Swatow Chinese were told that they must go on to Amoy and return. They threatened a riot, but the captain and officers cleared for action with firearms and a hot water hose and the trouble was averted for the time being.

"When the vessel struck the rocks, a panic followed. The boats and rafts that could be launched were swamped from overcrowding or wrecked against the steamer's side by the heavy swell. The captain, Harry Holmes, was drowned, but the other officers, who were foreigners, escaped. The steamer flew the British flag."

It might be interesting to know if the captain and officers of the wrecked vessel ever took a post-graduate course in Captain Stone's lexicon of "pidgin" English, as approved by Secretary Hoover, for use in examination of prospective candidates for able seamen's certificates.

In striking contrast to the low standards of courage and efficiency of these coolies was the conduct of the crew who were in the steam schooner "Klamath," when she ran on dangerous reefs in Northern California.

Commenting on the occurrence, one of the lady passengers said:

"No one but those who actually saw them work will know what a wonderful crew the 'Klamath' had when she went on the rocks.

"Without any aid from shore, the crew got lines to the rocks towering over the ship and carried all of the passengers in safety to the bluffs overhanging our little ship, pounded higher and higher on the beach by a surf running so high that it was frequently sweeping the decks.

"It was about 2 o'clock in the morning when a sailor leaped into the tossing sea in an attempt to swim to the nearest rocks, about two hundred feet away. He had two lines tied to him, so that if one parted he could still make the other fast.

"We all held our breath while he fought those angry waves, and you can imagine our feelings when he called from the rocks that he had anchored both lines. Then they rigged a breeches buoy and started taking the women ashore.

"We all made the trip safely and then came Mrs. Buckley's little girl, eighteen months old. She didn't cry once during all of the excitement. They put her in an ash can and then lashed it to the back of a sailor, who rode across safely in the breeches buoy. When he landed on the rocks with the baby, there was almost as much cheering as when the other sailor had gotten ashore with the first lines."

Notwithstanding frequent illustrations of like kind, profiteering shipowners receive the support of subservient officials in their efforts to eliminate white crews in favor of Asiatics.

THE SQUALL BREAKS

Failure of negotiations between the U. S. Shipping Board, represented by Admiral Benson, the shipowners, and the representatives of marine unions, resulted in a declaration by Admiral Benson of a wage cut which is in the aggregate of 35 per cent.

The new scale was ordered to take effect midnight, April 30.

After several conferences, at which representatives of the seamen exerted every effort to avoid a break and bring about a fair or reasonable adjustment, Admiral Benson took arbitrary action and declared the cut.

Since the order went into effect, every seaman reaching port has left his vessel as soon as notified, and as we go to press there has not been one single vessel leave under the new scale. Everything that could be accomplished to avoid a nation-wide tie-up was resorted to within the bounds of fairness and self-respect by the seamen's representatives; but Chairman Benson of the Shipping Board and the American Steamer Owners' Association assumed an attitude of arrogance which finally terminated with an ultimatum, and declaration that they would not agree to have the controversy submitted to arbitration.

It is unfortunate for the welfare and advancement of the Merchant Marine that this situation is forced upon us in such ruthless manner by greedy and shortsighted employers. Every move of the shipping interests has betrayed their eagerness to subjugate the seamen by an almost world-wide attack. Fortunately, we are prepared in a world-wide manner to receive it. We were never in better spirit or condition to meet aggression or to insist upon our rights, or to defend our liberties. The substance of the ultimatum and the manner of its launching is an insult to the intelligence and an inspiration to the resistance of any red-blooded individual.

Whatever may be the result of this disagreement, the seamen will be blameless. We have not sought a quarrel with our employers; but having it forced upon us by attempted degradation to conditions reaching two decades, we shall not seek to avoid any issues further.

Insofar as relations with our employers are concerned, they have been broken off and the situation at present bears the aspect of prolonged antagonism. The morale of our membership is perfect. We have nothing to lose but our chains. We are fortified with the knowledge that our cause is just, and in the strength of that conviction we must prevail. In the meantime we must keep our running gear clear, our sails well-trimmed, and a sharp lookout.

"On March 5, the date of our last weekly report," says the Surgeon General of the U. S. Public Health Service, "about 2050 beds were vacant in our hospitals. Of these about one thousand were in hospitals just opened or additions to older hospitals and were rapidly being filled. The remaining one thousand was less than 6 per cent of our total capacity of 17,648, a very small allowance for new arrivals. This does not, of course, include our patients in rented beds in contract hospitals, who numbered 10,506."

Always demand the Union Label!

BOYS WON'T SCAB

If the proponents of the Sea Service Bureau should be entertaining the idea of operating that institution as a strike-breaking agency, they are doomed to disillusionment, and the causes will be perfectly natural. The highest characteristics of our American boys are appealed to in the recruiting for the sea service personnel. The spirit of youth that can only be satisfied with adventure and romantic ideals is the urge to follow a seafarer's calling. Such attributes do not coincide with the low instincts that are embodied in the man who would take unfair advantage of a fellow in trouble for temporary emolument or false praise.

Young Americans are generally jealous of their honor and not backward in asserting their manhood.

IS BENSON FAIR?

The following lettergram, which was forwarded to the Chairman of the U. S. Shipping Board by William A. Westcott, President of the Seafarers' Council, is self-explanatory:

San Francisco, Cal., May 1, 1921.

Admiral Benson, Chairman U. S. Shipping Board, Washington, D. C.

Dear Sir:

The press quotes you as having made the following statement on April 29: "The efforts of the United States Shipping Board and steamship interests to avert a break with marine labor have come to naught. The refusal of the men to recognize the need of readjustment on a reasonable basis has ended prolonged negotiations. The Shipping Board has endeavored to meet the men in the fairest and most conciliatory spirit. It is, however, deeply conscious of its obligations to the people of the United States to protect their interest in the merchant marine. It is reluctantly compelled to meet with all the resources at its command the situation which confronts it."

Assuming that you were correctly quoted, and believing you made the statement in all sincerity, we the Masters, Mates and Pilots' Association of the Pacific, with a membership of two thousand and two hundred masters and mates of ocean and coastwise vessels cannot agree with you that the Shipping Board has endeavored to meet the men in the fairest and most conciliatory spirit.

The Masters, Mates and Pilots' Association of the Pacific entered into an agreement with the Shipping Board to take effect August 1, 1919, and received the regular thirty days' notice as called for by the agreement. Six days prior to the termination of the agreement, or on the twenty-sixth day of February, 1921, a communication was sent to the district director of operations asking for a conference, he in turn notifying the Association on March 1 that the cancelled agreement would remain in force until further notice on account of change in the Administration on March 4. Our request for a conference and the further notice received consists of a written notice delivered by special messenger on April 13, notifying the Association to the effect that the rate of pay for masters and mates on all Shipping Board ships would be cut 15 per cent, effective May 1 and signed by H. H. Ebey, District Director of Operations. We cannot conceive how the Shipping Board can harmonize such actions with that of the fairest and most conciliatory spirit. Whatever action may be taken by the Masters, Mates and Pilots' Association of the Pacific they do not propose that the public shall be led to believe that they have received fair treatment by the Shipping Board or shipowners.

Respectfully,

MASTERS, MATES AND PILOTS OF THE PACIFIC.

By William A. Westcott, President.

The scratch of a lion's claw is almost as deadly as his bite, for he never cleans his nails, and he always carries under them rotting meat that is rank with deadly germs. Flies and water bugs do the same thing on a smaller scale; and, "Don't forget," says the U. S. Public Health Service, "that they never wipe their feet."

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., May 2, 1921.

Regular weekly meeting came to order at 7 p. m., J. Vance Thompson presiding. Secretary reported shipping medium; members ashore plentiful.

It was unanimously decided that members refuse to sign on any vessel except where owners of that particular vessel sign the old agreement with this Union for one year. This does not include the vessels we have a special agreement with, such as tugboats, Catalina Island boats or any other vessels on the bays. The members are instructed, however, to remain on board and discharge their vessels until final completion of the present voyage.

R. INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

R. INGWARDSEN,
Secretary pro tem.

Vancouver, B. C., April 25, 1921.

Shipping very dull; prospects uncertain.

R. TOWNSEND, Agent.

153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, April 25, 1921.

Shipping dull; prospects medium.

K. E. LEHTO, Agent pro tem.

2016 North 30th Street. Phone Main 808.

Seattle Agency, April 25, 1921.

Shipping dull.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, April 25, 1921.

Shipping very dull; prospects poor.

CHAS. OLESEN, Agent.

P. O. Box 280. Phone Main 557.

Portland Agency, April 25, 1921.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

88½ Third Street. Phone Main 6013.

San Pedro Agency, April 25, 1921.

Shipping dull; prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, April 18, 1921.

Shipping slack; prospects uncertain.

JOSEPH FALTUS, Agent.

P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Apr. 28, 1921.

Shipping improving.

EUGENE BURKE,
Secretary pro tem.

42 Market Street. Phone Kearny 5955.

Seattle Agency, April 28, 1921.

Shipping fair.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, April 21, 1921.

Shipping slow.

FRANK DEAN, Agent.

336 Worcester Building, 68 Third Street.

San Pedro Agency, April 21, 1921.

Shipping fair.

JOSEPH MACK, Agent.

613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

Freight conditions between here and the Orient are slightly improving, according to officials of the Pacific Mail Company, the "Colombia," which sailed for Hongkong —via Manila, having fully three-quarters of her cargo space filled. She also carries $1,000,000 in treasure consigned to Chinese banks. The "Creole State," now on her way from Calcutta, has also a good freight list for Honolulu and San Francisco, the local consignment amounting to nine thousand tons. The arrival of the "Creole State" will mark the completion of the first round trip in the Calcutta service. Passenger accommodations are reported to be completely filled.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

LABOR OMNIA VINCIT

Comrades of toil and life's dire afflictions,
Co-sharers of trial, oppression and woe,
Despair not of surcease from ancient restrictions,
But stick to your Union wherever you go.

Ye kings of the garnet and wards of the nation,
Ye slaves of the monger and lords of the gale,
Ye brine-bedecked heroes who strive not for station,
Remember your Union wherever you sail.

Though tyrants may revel and gloat in their power,
Though crimps may rejoice in their ill-gotten gains,
Let ye halt not, nor fear not, for brief is their hour,
Fraternity severs the strongest of chains.

Though chilled by the blasts of the green Northern ocean,
Though scorched by the torrid Equator's red sun,
May loyalty strengthen our mutual devotion,
We're comrades forever—the many for one.

At earliest dawn, at high noon's bright glory,
In the crimson of evening, and darkness of night,
Forget not the watchword, remember the story,
"Fraternity conquers, in Union is Might!"

Fraternally,
JAMES H. WILLIAMS.

ABLE SEAMEN'S CERTIFICATES

One of the shipowners included in his recommendations to the Sub-Committee on Personnel the following recommendation: Able Seamen's certificates should be made revocable in all cases where the holder is not competent.

To the Union man and to the seaman, this recommendation, if it should become law, would be a blessing.

To the organization at large it may not seem at first glance to be beneficial, but after a due trial it would work out satisfactory.

It is a well-established fact that quite a few men have obtained Able Seamen's certificates after a very short period of sea service, and it has been the experience of the writer that men holding A. B. certificates were frequently unable to perform even the simplest duties of a sailor.

It has also been proven that many efficient seamen were not able to obtain an A. B. certificate on account of some slight physical defect, whereas men of perfect physique had A. B. certificates issued them, regardless of their ability.

The fact that the statements of thirty-six months' service is made under oath has unfortunately been no deterrant to misstatements. When the incompetents have been weeded out and no one but really able seamen hold certificates, the organizations will not only benefit morally, from having an able and competent membership, but the standing of the sailor as a craftsman will become more respected.

The Union will benefit financially insofar as it will have none but able men as members and will have a greater power by holding the key to the situation in case of a strike, because all the able men will be Union men.

If the provisions of the Seamen's Act were carried out as originally intended, this drastic measure would not be necessary, but under the maladministration of the law and the conditions created by the war, certificates were issued at random.

The honor of the calling and the strength morally and economically of the Union depends on the ability of its members to perform their duties, and if a master, mates or engineer's license can be revoked, why not the license of an able or rather unable seaman?

CHARLES MARTELL,
Providence, R. I.

A QUARTER LESS ONE

Among the many doleful wails published in the Nellie Bly correspondence, one of the most distressing was from an ex-quartermaster in the U. S. Navy, who, it appears, after a roof garden course in pictoral astronomy, managed to secure a second mate's license in the Merchant Marine.

This deluded mariner complains that the living conditions, and "iron-hand treatment," prevailing on his first ship, were unendurable; that "strong backs and weak minds are preferred stock" in the American Merchant Marine; that the master and first and third officers were "100 per cent Scandinavians," and that two audacious rats drove him out on deck the first night he tried to sleep in his stateroom.

But from his further disclosure it appears that his 100 per cent fellow mates must have been 100 per cent sailor men also, which he was not. For he complains that he was disrated to the third mate's position while the latter was promoted to second mate in his stead.

And then, to cap the climax and fill his cup of outraged patriotism to overflowing, our bold quartermaster tearfully protests that upon returning to port at the end of the voyage the captain had the unmitigated insolence to offer him a job as *"seaman"* and allow him to stand eleven hours' night watch in port for eight hours' straight pay.

But now this much abused ex-naval man informs (Miss) Bly that he has secured a job ashore driving a flivver at $23 per week and has left the Merchant Marine, presumably to rot in its neglected brine for want of his valuable and indispensable services.

Well, if he observes the speed laws and does not try to make his flivver climb a light pole or mistake it for a seaplane, he ought to function all right in his new occupation, and we wish him success.

Naval quartermasters are all right in the Navy. They are always well drilled in the duties assigned them there. They are always proficent in the catechism of lead, log, lights and signals, but frequently fail dismally in performing the duties required of officers or seamen in the Merchant Marine.

In the Merchant Marine they are often rated as expert loafers and are more often demoted than promoted, as seems to have been the case with our noble chauffeur just quoted.

During the late German disturbance a good many old-timers—most of them Scandinavians, by the way—were set to work in the many sail lofts in and around New York City and the navy yards making war gear for both the Army and Navy, and Army transports, because they knew how to do it.

One day an ex-naval quartermaster came up to the loft where we were employed. He told our foreman that he had just completed eight years' naval service and had been discharged in the nick of time to escape the war zone.

He was anxious to learn how to splice, and had come to procure a piece of rope to take home with him to practice on.

Picking up a fag end clipping of two-inch manilla, he asked the price of it.

When the foreman told him he could have it gratis he was profuse in his thanks, but wanted to know where he could buy a good steel marlinspike to splice it with.

A good many years ago we were decking on the old sea-going tug "Bostwell," formerly the "Norfolk & Western No. 2."

Our stunt at that time was towing coal barges between Norfolk and points on the New England coast.

Our second mate at the time was an ex-naval man, and because he was a good fellow, and we do not wish to hurt his feelings, we will considerately withhold his name.

Mr. West, as we shall call him, was not only a navigator, but likewise held a first-class pilot's license for Chesapeake Bay and tributaries.

His knowledge of seamanship, however, was purely visionary. He knew how to make just three knots: an overhand knot, a granny and a cow hitch.

Whenever there was a splice to be made, a pudding to be mended or a heaving line to be crowned, he was always on the scene, even in his watch below; not to boss the job, but to learn how to do it. To do him justice, he was sincere in his desire to learn sailorizing.

One day, off Five Fathom Bank, while we were bound East, we set sail to steady the boat as there was a very heavy swell, and we had a large tow.

The wind being Nor' West, of course we trimmed down to starboard, and set her on the port tack. That night we took everything in again, but the next day we set sail again with the wind

Northeast, and trimmed down to port. thus keeping her on the starboard tack.

After we had got the after staysail trimmed and belayed the sheet, Mister West gazed at the bulging sail a moment and then turning to us with a puzzled look he said, quite simply: "Say, Jim, we didn't have it on that side yesterday, did we?"

Of course, the landlubbers will split their sides laughing over the foregoing yarns, while all the old salts will keep as solemn as figureheads. Sailors never did have any imagination anyhow.

J. H. W.

AFTER THE FIRE

Last week we reported the damage by fire to the Sailors' Hall Building, 67-69 Front street, New York City.

The damage to the building is now estimated to be between $7000 and $8000, fully covered by insurance.

The loss to individual members, however, through the burning and flooding of the baggage room is not so easily determined.

At the regular meeting of The Eastern and Gulf Sailors' Association, held April 11, and an adjourned session on April 12, it was voted to appropriate $5000 to relieve, as far as possible, the necessities of members whose effects were destroyed or badly damaged by the fire.

A committee is hard at work at this writing in an effort to fairly appraise and adjust the losses of individual members, and the fund will be used to the best possible benefit to all involved.

J. H. W.

A VOICE FROM AUSTRALIA

World-wide attempts of organized greed to enslave the toilers is reflected in news from all quarters of the globe. From Alaska to the Antipodes every independent, liberal and labor publication reveals the same trend, the same methods, and the same ruthlessness of commercialism; and, fortunately for the workers, the same determination to resist the present onslaught and counter in such a manner as to leave the legions of greed helpless to repeat their present uncivilized attacks upon the liberties and welfare of the masses.

The following, from the Maori Worker, shows that our Australian comrades have a weather eye on the situation and are prepared to set full sail when the force of the present squall shall have been spent:

All over the world at the present time labor is being violently attacked by the owners of industry, and a determined effort made to smash the existing wage scales and to reintroduce the conditions of 1914.

The cables take care to inform us that the wages of the textile workers of France have been cut 20 per cent, and that all-round reductions are the order of the day in Paris; that in the United States and Canada, wage-cutting is general, whilst in Britain there have been successful efforts made to reduce the wages of workers in various industries.

There is a reason for all this wealth of detail. If the cables take the trouble to keep us informed of successful attacks on the wages front of practically every country on earth, it is because they desire to impress upon the minds of the workers in this part of the world that they cannot escape a world-wide trend, and their minds are being prepared accordingly for the inevitable.

Not only is the unpleasant fact stated that wage reductions are to be forced upon labor, but also that the hard-won conditions that accompanied the wage are to be reviewed, with the object of reverting to those prevailing before the war.

Here and there obstinate resistance is offered to these attacks along the wages front by the workers enrolled in powerful unions or groups of unions, but the pressure is so very great and so continuous that, if persisted in, will result in first the weaker and later the better-equipped units of labor being compelled to give way, and unless great care is exercised a general debacle could very easily follow.

Arising out of this cheap labor campaign, and indeed towering above it for all to see, is the unpleasant truth that the worker's standard of living is to be reduced, and that a readjustment more in keeping with capitalist notions of the status of a mere wealth-creator—a simple wage-slave—is to be enforced. Thus labor's share of the "new world" is not likely to create a feeling of envy in the breasts of plunderbund.

How painful the disillusionment must be to those in labor's ranks who shrieked for joining hands with the exploiters to successfully prosecute the war? How far removed from the actual was their contention that the late clash of rival commercial groups was "a so different war" out of the welter of which there was to gloriously arise a new civilization?

To the intelligent worker, however, there is no cause for amazement. The inevitable subsistence level could plainly be seen. The ruthless snatching of this or that concession grudgingly granted under stress of circumstances was certain unless labor was in possession of sufficient power to successfully ward off the contemplated attack.

So now we must "get back to normal," and it will be permitted of labor to then count its victories. And its victories—the retention of its fodder standard with all the added evils that a more ruthless capitalism, drunken with a sense of unlimited power, can bestow.

The unpalatable truth is that labor proportionately never received less of its product than it does now, nor never received so little in return for its scanty wage than is the case at the present time.

The lesson for labor to learn as the result of all this is that, under existing conditions, there can be no adequate relief. That so long as the system of wage slavery continues, the workers are ever at the mercy of the owners of industry, in whose clutches there is no possibility of permanent advancement. The hope of labor lies in the building of a movement and the development of a consciousness which has for its obect the inauguration, as speedily as possible, of a system of society in which industry will be owned by the people and operated by them in the interests of a community as a whole.

If but a fraction of the energy and money spent in chimerical chasings of wage scales was devoted to sound educational and organizing effort, there would be no danger that the fruits of labor's next victory would be filched from it by a powerful combination of vested interests attacking with all the resources at its command.

WHAT BREAD COSTS

Newark, N. J., April 30.—According to a local paper, the 10 cents paid for a loaf of bread is divided as follows:

Flour, 1.4 cents; manufacturing, 1.4 cents; delivery, 1½ cents; overhead, 1 1-5 cents; retailer's profit, 2 cents; baker's profit, 2½ cents. Total, 10 cents.

FRENCH SUBSIDIES

Due to the expiration of laws, dated, respectively, April 7, 1902, April 19, 1906, February 20, 1912, French Government subventions, other than so-called postal subventions, can be accorded to no ship, whether for its construction, or for its equipment, or in connection with its operation.

Agreements have been made between the Government and certain shipping companies whereby those companies are allocated stated sums of money in return for their engagement to perform specified services on behalf of the Government. These agreements are improperly referred to as "postal agreements" (conventions postales).

These contracts cover not only the carrying of mail, but also the transportation of soldiers, Government officials, Government property, etc., at preferential rates. The boats are obliged to serve certain indicated ports at regular intervals.

A special commissioner, appointed by and responsible to the Government, maintains a general control over the execution of these agreements with the steamship companies. This functionary is paid by the various companies referred to above. He verifies the carrying out of the agreements and acts as liaison officer between the Government and the steamship companies. He often arbitrates difficulties between the companies relative to the agreements. The commissioner is present at the board meetings of the companies, and may veto measures of such a nature as to compromise the interests of the State.

French shipping companies are, in principle, free to fix any rate they please without consulting the Government. The companies receiving subventions grant no preferential rate to French commerce, nor do other French shipping companies, as far as can be learned, make a practice of giving preferential rates.

It is interesting to note that special rates are granted on the French railways on merchandise to be exported. This reduction varies from 10 per cent for foodstuffs, drinks, etc., to 25 per cent for iron and steel products and certain chemicals. The decreased rates apply equally to goods shipped in French bottoms and those handled by foreign ships.

NATIONALITY OF SEAMEN

Reports of United States Shipping Commissioners for the six months ended December 31, 1920, show that the nationality of officers (excluding masters) and crews of American merchant vessels, shipped before the Commissioners, including repeated shipments, were as follows:

Nationality.	Overseas trade.		Near-by foreign trade.		Coasting trade.		Total.	
	Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.
American:								
Native	8,215	26,646	5,874	15,087	2,714	9,233	16,803	50,966
Naturalized	2,959	5,976	2,388	2,520	1,020	2,402	6,367	10,898
British	420	11,134	225	7,268	32	2,859	677	21,261
Chinese	.....	1,227	.....	412	.....	13	.....	1,652
Japanese	.....	576	.....	68	.....	29	.....	673
Filipino	4	824	.....	156	.....	275	4	1,255
German	47	29	17	80	8	769	72	878
Norwegian	182	3,269	182	1,559	20	1,105	384	5,993
Swedish	152	3,231	95	1,415	13	826	260	5,472
Danish	101	1,812	64	999	5	343	170	3,154
Russian	78	3,253	74	1,224	5	594	157	5,071
Austrian	4	160	.....	71	.....	124	4	355
French	5	336	5	184	.....	41	10	561
Spanish	1	8,052	43	7,438	.....	1,038	44	16,528
Italian	1	1,018	18	1,090	.....	155	19	2,263
Portuguese	1	1,316	.....	1,224	.....	678	1	3,218
Central and South American	27	2,678	6	3,195	2	472	35	6,345
All other	110	11,273	133	6,194	14	1,074	257	18,541
Total	12,307	82,810	9,124	50,184	3,833	22,030	25,264	155,024

WASHINGTON LETTER

(By Laurence Todd.)

Wall Street Tricks

Jett Lauck's showing before the Railroad Labor Board this week, that the present "deflation" of farmers and wage-workers, with its accompanying bankruptcy, unemployment, misery and despair, is due to a carefully-worked-out scheme of the big financial groups to smash the producers' organizations, has been the sensation of the month in the Capital.

Railroad and banking lobbies have issued a flood of denials, of ridicule, of counter-accusation. Yet the evidence presented by Lauck on behalf of the Railroad Labor organizations has lodged firmly in the public mind. Wall Street is on the defensive again.

A second but almost equally effective blow was struck by the unions when they showed the board that the private managers of the roads are wasting over a billion dollars annually that can be recovered by the use of better methods and modern machinery. They indicted the private management of the Pennsylvania, the New York Central and other systems as being wasteful to a degree which seriously interferes with economic stability.

At the same moment, Frank P. Walsh, as counsel for these unions and brotherhoods, was assisting the examiners of the Interstate Commerce Commission, in a hearing in Philadelphia, in exposing the degree of extravagance of the Pennsylvania Railroad in letting out at private contract the repair and replacement of its locomotives. P. G. Blecke, examiner of accounts for the Interstate Commerce Commission, testified that the total excess charges paid the Baldwin Locomotive Works by the Pennsylvania on account of the repair of only two hundred locomotives was $3,173,-900. He also said that $250,000 should be added to this sum because of certain improper items which the Pennsylvania has added to the estimate made as to the cost of doing this work in its own shops. In addition, $140,000 should be added for the salaries of fifty-two inspectors kept by the railroad company in the Baldwin plant, and for scrap retained by the Baldwins.

These revelations more than sustained the charge made some time ago by William H. Johnston, president of the International Association of Machinists, that the Pennsylvania had paid Baldwin's plant $1,000,000 more than would have been required for the same work in the road's own shops.

Pennsylvania Railroad officials, on the stand, had sworn that the charges were without foundation. Then, step by step, the Commission's representatives and Walsh led them over the hot coals of retraction and admission that they had misrepresented the situation.

Progressives Organize

The week's experience with railroad affairs has made more clear the need which is to be met by the People's Legislative Service, of which Basil M. Manly is director and Senator La Follette chairman. The purpose of this Service was outlined at Washington, D. C., April 16, at which trade union officials were present in large number. The Service was formed by the railroad labor unions and a group of other progressive labor bodies, acting with the La Follette-Huddleston group of liberals in Congress, to furnish to members of the Senate and House, and to labor unions and to liberal publications, the basic facts upon which the defense of labor and liberal measures may be made. Manly and his associate, Henry R. Mussey, are going to gather material for arguments in the committees of Congress and upon the floor of Congress, and before all public bodies where the battle of the producers must be fought out. Their headquarters is at 814 Southern Building, Washington. The treasurer of the organization is Wm. H. Johnston.

Employing Printers Renig

In the allied printing trades the prospect of a lockout or strike on May 1 to determine the enforcement of the agreed rule of a 44-hour week is less serious than a week ago. Employing printers are beginning to sign up new contracts on the 44-hour basis. The movement affects some 25,000 men throughout the country, including 10,000 to 12,000 members of the International Typographical Union.

In this connection it is interesting to read the "American Plan" circular issued by the Employing Printers of America, J. M. Vollmer, secretary (Chicago), under date of March 15:

"Today the employing printer is standing with his back to the wall and with his business life at stake, facing the alternatives of Fight or Fail. However, from the tone of resolutions being adopted in all parts of the country, the solemn covenants with which master printers are joining for defense, it is conclusively evident that for once the employers have decided to strike, and organized labor is riding for a fall. Among successful employers in the printing business it is generally conceded that there never has been a more opportune time than now for the printing business to 'clean house.'"

Vollmer suggests that "Money is the only fuel on which strikes can feed, and the printing trades unions are not financially able to sustain any prolonged attack of national magnitude. For this reason the unions may logically be expected to adopt the von Hindenburg 'infiltration' idea, which in anarchistic circles is known as 'boring from within,' concentrating their efforts in selected spots where the local war chest may be best filled and the employers' front appears to be vulnerable."

He urges every employing printer to "talk the situation over" with loyal employes in their shops, and "get rid of the trouble-makers" at once; after that, he wants the employers to serve notice on the unions that they have adopted the rule of individual contract and the "American Plan."

Tons of this printed rubbish are now being mailed to employers by the anti-union forces organized and financed by the Wall Street banking groups and their industrial allies. But when the showdown comes on May 1, it seems quite unlikely that the employing printers will march to their own destruction.

A. F. of L. Prestige Wanes

As the date for the A. F. of L. convention at Denver approaches, the Republican national administration furnishes more and better material for serious discussion in that body. First, Mr. Harding chose a fraternal insurance agent as Secretary of Labor. Next, he appointed to the Railroad Labor Board a man not nominated by any of the sixteen standard labor organizations in the industry. Third, he gives occasion for the report that T. V. O'Connor, president of the International Longshoremen's Association, is to be named a member of the Interstate Commerce Commission to fill the place left vacant by the refusal of the Senate to act on the appointment of Vice-President James Duncan of the A. F. of L.

It is not because Duncan was rejected that labor officials here are protesting against the selection of O'Connor. It is because the man is considered unfit for the job, and unrepresentative of organized labor. O'Connor has antagonized most of the executives in the Federation by his evasive tactics when loyal co-operation between his union and theirs in some crisis became necessary. His own organization is in a continual state of revolt because of his dictatorial methods and his seeming lack of sympathy with the purposes of organized labor itself. His close friendship and long association with "Fingy" Connors of Buffalo, who has held the monopoly of unloading vessels for the railroad companies in Great Lakes ports, is considered sufficient to make him dangerous to the cause of railroad labor if he becomes a member of the Interstate Commerce Commission. The issue is not as to his motives, but as to what he is likely to do when he gains this official power.

Better Late Than Never

Existence of a national administration which now seems to go out of its way to affront the general labor movement is forcing the progressive elements of the A. F. of L. into a closer understanding than they have had in many years past. Discussion of candidates for the executive council, needed to give that body an aggressive character to meet the attacks now being brought against the whole labor movement, is in progress. It appears fairly certain that one or two changes in the council will be made, and that the new men will be of the aggressive type.

A new proof of farmer-labor solidarity was given at a meeting in the board room of the Machinists' building recently, when delegates elected by the Central Labor Union of the District of Columbia, and from a score of local unions, gathered to arrange for a drive to sell $100,000 worth of the North Dakota State bonds. Upon the sale of these bonds, to the extent of $6,200,000, depends the carrying out of the Non-partisan League industrial program—the State-owned bank, the home-building association, the terminal grain elevator and flour mill, etc. Secretary-Treasurer Davison of the Machinists presided, and announced that his organization would take $5,000 of the bonds at the start. Frank Morrison, secretary of the A. F. of L., has undertaken to sell $1000 worth. The Tailors' local took $300 worth, using one-third of its treasury. Every local union in the district is to be canvassed by union teams, both to purchase bonds from the union's treasury funds, and to purchase them as individual investments.

The drive is apparently going "over the top" in short order.

ALASKA FISHERMEN'S CONTRACT

(Continued from page 2)

and the company thereby released from all further obligations to him.

(g) During the fishing season all gill-net fishermen must lay out nets at least once in twenty-four (24) hours, weather permitting. Boat crews not doing so shall pay the.....Five Dollars ($5.00) per man for every day they neglect to lay out.

(h) If any gill-net man is put at any other work than fishing during the fishing time, he shall during such time as he does other work receive the average (or the limit when boats are on the limit) of the men fishing for the cannery to which he is assigned.

(i) Gill-net fishermen working or ordered ashore shall be paid Seventy-five Cents (75c) per hour for each hour so working, provided fishing average is below Seventy-five Cents (75c) per hour.

(j) During the fishing season any gill-net fisherman working ashore shall receive extra compensation at the rate of Seventy-five Cents (75c) per hour for all hours worked in excess of twelve (12) during every twenty-four (24) hours, customary working hours to prevail. Gill-net fishermen so employed at canneries shall not be required to handle salt or salt salmon. Beachmen may be transferred to salting salmon.

(k) In Bristol Bay, Alaska, no fish shall be bought except from the regularly assigned fishermen and natives or from other companies in case of disaster under the terms provided in Section 5, paragraph "p."

Sec. 13. (a) The.....reserves the right to limit each boat to not less than twelve hundred (1200) salmon per day, such limit to commence at midnight following notification. Notification of limit to be given before six p. m. by hoisting a large red flag both at the cannery and at receiving lighters.

(b) When boats are on the limit they may make one or more deliveries between midnight and midnight, but all boats must be discharged clean at the receiving station in the presence of the tallymen. Accurate account of all salmon discharged above limit to be kept by tallymen and such salmon shall be credited pro rata to all boats short of the limit, but in no event shall any boat be credited in excess of the limit except when detained as provided hereafter in this section. Any boat short of the limit is permitted to receive from any other boats sufficient salmon to fill the limit.

(c) Any boat detained from delivering salmon at receiving station for more than five (5) hours after having there reported arrival shall be credited with one hundred and fifty (150) red salmon for each hour's detention, but not more than twelve hundred (1200) salmon, in addition to all salmon delivered on such day, shall be allowed for twenty-four (24) hours' detention. The same rule to apply when boats are on the limit. Boats must have nets cleared before arrival at receiving station.

(d) Boat crew having swamped their boat through unavoidable accident, shall assist in salvaging their own equipment, provided, however, if detained from fishing more than six hours after having reported themselves at the cannery between the hours of 7 a. m. and 9 p. m. to the superintendent or whoever may be in charge, they shall be put to work until such time as boat is provided, and for which work they shall be paid average, or the limit as the case may be, according to reading of Section 12. This rule shall also apply to boat crew requiring repairs on their boat.

Sec. 14. (a) If any gill-net fisherman is prevented from fishing through some injury sustained through no fault of his own, he shall, while so disabled, receive the average (or the limit when boats are on the limit) of the men fishing for the cannery to which he is assigned. Such injured man shall do other work if able to do so.

(b) Any other seaman, fisherman, beachman or trapman, who, from injury sustained while at work for the.....through no fault of his own is prevented from working, is to continue to receive his respective pay according to this agreement.

(c) Any seaman, fisherman, beachman or trapman laid up through sickness or natural ailments before end of fishing season shall be paid in addition to full run money or monthly wages, as the case may be, and all his other earnings, the sum of Fifty Dollars ($50.00) per month from date so laid up until able to work, according to the judgment of the company's physician, or if found unable to resume work, until placed in hospital in San Francisco, Astoria or Seattle.

(d) It is hereby understood that the payment of such wages during time of disability does not release the.....from liability, if such liability exists.

(e) All parties of the second part while engaged under this contract shall receive medical and surgical attendance and medical and surgical necessities, free of charge.

Sec. 15. The crew of each fishing boat shall discharge its own fish.

Sec. 16. All salmon must be in perfect condition and not discolored on the outside when delivered and must be discharged from boats at least once in twenty-four (24) hours.

Sec. 17. (a) No person shall sell or give away any fish, except as provided in Section 13, under penalty of forfeiting Twenty-five Dollars ($25.00) of his earnings for each offense.

(b) Each fisherman, beachman and trapman is to be permitted to salt one package (not to exceed one hundred pounds) of fish for his own use. Company to supply salt. All such packages to be plainly marked and to be subject to inspection and are not to be removed from vessel on arrival without permissioin from the .....

Sec. 18. (a) The..... through its superintendent or agent in charge, may at any time discharge any party of the second part for refusal to perform tide work, or for any other just cause, and his wages shall cease at the date of such discharge.

(b) Any man who is discharged, or who quits, shall be paid only half run money and all his other earnings, including for date of discharge or quitting. If no substitutes are hired to take the places of quitting or discharged men, the run money so deducted shall be equally divided among all the men of the cannery signing under this contract.

(c) Men discharged shall be given free transportation to home port, including maintenance, but this obligation shall not apply to men quitting.

Sec. 19. All parties of the second part shall be given statement of Alaska account before vessel sails for home port.

Sec. 20. (a) Each party of the second part promises that no liquor shall be taken or sent on board vessel and agrees to allow his baggage and effects to be searched after arrival on board vessel, and in case any liquor is found in his possession he agrees to allow same to be confiscated without any question or claim.

(b) Every man guilty of drunkenness shall pay a fine to the.....of Five Dollars ($5.00) for the first offense and Ten Dollars ($10.00) for each subsequent offense, the proceeds of such fine to be devoted to the Library Fund of the Alaska Fishermen's Union, or to any charity, as may be directed by said Union.

(c) It is agreed there shall be no gambling.

Sec. 21. (a) In case of any assistance rendered to any vessel or property of the..... extra compensation shall be paid to parties of the second part therefor as follows: Any and all men engaged in repairing damages to hull or rigging caused by other vessels, while vessel assigned to is safely moored at its respective station, or who render assistance to vessels or property of any other party, shall each receive extra compensation at the rate of Seventy-five Cents (75c) per hour for all work so done. The same extra compensation shall be paid men engaged in taking cargo out of vessels stranded away from their regular station, and for actual time worked in floating and transferring such vessel to her regular assigned station.

(b) No salvage shall be paid for picking up boats, nets, lighters or bunk scows.

(c) It is hereby understood that making these payments does not release the company from liability if such liability exists.

Sec. 22. A copy of this agreement shall be placed in a conspicuous place on board ship and in the bunkhouse.

Sec. 23. It is expressly agreed that neither the superintendent in charge, nor any other agent of the.....has power or authority to change the provisions of this agreement.

.....

(Attached to 1921 Shipping Articles.)

SWEDISH HARBOR EXTENSIONS

Consul Pierce of Malmo, Sweden, reports that extensive harbor improvements are being now carried out by the city of Helsingborg, and will result in the city obtaining over 250 meters of well-protected quay, where the largest ocean-going vessels may come alongside. This improvement is accompanied by the reclamation of approximately 20,000 square meters of land, which will be available and suitable for warehouses. The sum of 6,000,000 crowns has been granted by the City Council of Helsingborg for this work.

The U. S. Public Health Service estimates that at least five hundred and possibly one thousand lepers are at large in the United States, and that the number is increasing. The Government did not start work on its Federal Home for Lepers a minute too soon.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
HOBOKEN, N. J.....316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
NEW HAVEN, Conn.....13½ Collis Street

LAKE DISTRICT

SAILORS' UNION OF THE GREAT LAKES
Headquarters:
CHICAGO, Ill.....355 North Clark Street
K. B. NOLAN, Secretary
THOS. A. HANSON, Treasurer
Phone State 5175
BUFFALO, N. Y.....GEORGE HANSEN, Agent
55 Main Street. Phone Seneca 5588
CLEVELAND, O.....E. J. SULLIVAN, Agent
1501 Columbus Road
MILWAUKEE, Wis.....CHAS. BRADHERING, Agent
162 Reed Street. Phone South 598
DETROIT, Mich.....WM. DONNELLY, Agent
410 Shelby Street. Phone Cherry 342
ASHTABULA HARBOR, O.....J. W. ELLISON, Agent
74 Bridge Street
NORTH TONAWANDA, N. Y.....Agent
122½ Main Street. Phone 890
CONNEAUT, O.....Agent
992 Day Street
TOLEDO, Ohio.....Agent
618 Front Street
SOUTH CHICAGO, Ill.....Agent
3308 East Ninety-second Street
SUPERIOR, Wis.....WM. EDGEWORTH, Agent
724 Tower Avenue

MARINE FIREMEN, OILERS, WATERTENDERS AND COAL PASSERS' UNION OF THE GREAT LAKES
Headquarters:
BUFFALO, N. Y.....71 Main Street
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ED. HICKS, Treasurer
Phone Seneca 48
CLEVELAND, O.....819 Superior Avenue
Phone Main 866
MILWAUKEE, Wis.....162 Reed Street
Phone South 598
DETROIT, Mich.....410 Shelby Street
Phone Cadillac 543
CHICAGO, Ill.....332 N. Michigan Avenue
Phone Central 8460
NORTH TONAWANDA, N. Y.....122½ Main Street
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MARINE COOKS AND STEWARDS' UNION
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SOUTH CHICAGO, Ill.....3308 E. 92nd Street
CONNEAUT HARBOR, O.....992 Day Street
TOLEDO, O.....618 Front Street
NORTH TONAWANDA, N. Y.....122½ Main Street

PACIFIC DISTRICT

SAILORS' UNION OF THE PACIFIC
Headquarters:
SAN FRANCISCO, Cal.....59 Clay Street
VANCOUVER, B. C.....P. O. Box 571
TACOMA, Wash.....2016 N. Thirtieth Street
SEATTLE, Wash.....84 Seneca St., P. O. Box 65
ABERDEEN, Wash.....P. O. Box 280
PORTLAND, Ore.....88½ Third Street
SAN PEDRO, Cal.....P. O. Box 67
HONOLULU, H. T.....P. O. Box 314

MARINE FIREMEN, OILERS AND WATERTENDERS' UNION OF THE PACIFIC
Headquarters:
SAN FRANCISCO, Cal.....58 Commercial Street
SEATTLE, Wash.....1016 First Avenue, South
P. O. Box 875
PORTLAND, Ore.....Room 21, Ainsworth Building
SAN PEDRO, Cal.....613 Beacon St., P. O. Box 574

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST
Headquarters:
SAN FRANCISCO, Cal.....42 Market Street
SEATTLE, Wash.....Room 203, Grand Trunk Dock
P. O. Box 214
PORTLAND, Ore.....68 Third Street
SAN PEDRO, Cal.....P. O. Box 54

ALASKA FISHERMEN'S UNION
Headquarters:
SAN FRANCISCO, Cal.....49 Clay Street
SEATTLE, Wash.....84 Seneca St., P. O. Box 42
ASTORIA, Ore.....P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC
Headquarters:
SEATTLE, Wash.....84 Seneca Street
PRINCE RUPERT (B. C.), Canada.....P. O. Box 1675
KETCHIKAN, Alaska.....P. O. Box 201

UNITED FISHERMEN OF THE PACIFIC
ASTORIA, Ore.....P. O. Box 138

FERRYBOATMEN'S UNION
C. W. DEAL, Secretary
SAN FRANCISCO, Cal.....166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal.....Labor Temple

BRITISH COLUMBIA STEWARDS' UNION
FRED WALSH, Secretary
VANCOUVER, B. C.....311 Hastings Street, West
Room 2. Phone Seymour 3976

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Deck Street, Bellingham, Washington

Labor News

The number of women employed by the railroads in 1920 totaled 87,457, or 151 less than in 1919, and nearly 10,000 more than in 1918.

Senator Moses, from New Hampshire, has presented a resolution calling for investigationo of conditions in the clothing industry.

The police of Philadelphia continue to arrest alleged radicals and recently forty-six were rounded up in one drive in that city.

At Globe, Arizona, Manager F. W. Macklennan of the Miami Copper Company announced a readjustment of wages effective May 1. Miners who have been receiving $5.15 a shift will receive $4.50. Muckers will receive a cut of 65 cents a day to $4.

Thirty thousand women fruit and vegetable cannery workers in the State of California will be affected by the slight wage decrease announced by the Industrial Welfare Commission. The new scale for this season is effective June 21 and resulted from hearings before the commission last week.

Several unions affiliated with the San Francisco Labor Council have demanded retraction of an editorial which recently appeared in the Labor Clarion attacking Eugene V. Debs. The article in question is considered by the members of these unions as a deliberate affront to the sincere element of organized labor.

Exhibits of labor-saving equipment and graphic charts by which modern industrial relations function in companies, factories and plants are on display at the Auditorium in connection with the national convention of the Society of Industrial Engineers, which is meeting in Milwaukee.

An affidavit by George Roberts, formerly engaged at Eilers Music Company, on Market street, San Francisco, has been filed by Attorney Byron Parker in the Superior Court. It sets forth that Roberts saw Mooney and Mrs. Mooney in the Eilers building continuously on the day of the Preparedness Day parade explosion.

The wage scale paid to farm laborers will be much smaller this year than last, according to an agreement reached at a meeting held at Auburn, Calif., by the directors of the Placer County Farm Bureau. The scale will be 35 cents per hour for common labor. The scale to be paid to fruit pickers will be decided upon later. A committee is now making an investigation.

A rupture in the community of interest among shoe manufacturers seems to be impending. New England factories last week announced that they could not compete with the wages paid in Brooklyn plants, and some of them closed down. The Endicott - Johnson Corporation of Binghampton has imposed a flat 20 per cent cut on all its thirteen thousand employes.

Walla Walla plumbers and fitters have been hit in the extension of the building trades lockout by the employers of that city. In a letter to Secretary Frank W. Cotterill of the Washington State Association of Plumbers and Fitters, Local 377 of Walla Walla announces that practically all the building crafts are now affected by the lockout, and union men are urged to stay away until the trouble is settled.

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109 SIXTH STREET Opposite Sailors' Union Hall

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
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Alonso, Nicolas
Andersen, Pete

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Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
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Burnett, Norman
Behring, Chr.
Bozarth, F. P.

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Cederstrom, B.
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Chekan, W.
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Carrigan, E. C.
Church, A. J.
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Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
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Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
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Henriksen, Carl
Halley, Wm.
Hagen, Harald
Healey, Geo. S.
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Holmen, K.
Harper, Earl
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Heggum, Louis
Harms, F.
Hefling, Jack
Halmin, Wm.
Hahnqvist, Einar
Hansen, S. P.
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Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
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Jenson, James
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Margaard, H.
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Munch, Chas
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Nergaard, H.
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SAN FRANCISCO
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Barton, M.
Caltane, Jose
Douglas, W. Sid.
Fosterwall, Kasper
Gunther, R.
Hansen, Adolph
Hanson, Oscar
Hederstrom, Garvid
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Lange, Henry
Lepp, Alex.
Miller, Fred Wm.
Newington, Fred
Nelson, Hans
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Parker, Arthur L.
Rahman, Geo.
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Randle, C. W.
Robinson, G. H.
Rengsdarf, W.
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Gousoff, A. Y.
Hansen, Akkekel
Hansen, N. M.
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Monahan, Wm.
Mietennen, John
Nicholsen, C. T.
O'Brien, James
Osman, Y. B.
Patten, Bill
Sorentino, Joe
Solberg, B. P.
Xavers, Francis

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INFORMATION WANTED

A libel to recover for salvage services rendered by the crew of the S. S. "West Jester" to the "Kio Maru," about a year ago, will be filed by the undersigned in near future. Attorney Landon of Seattle is working with me on the case, and any member of the crew of the S. S. "West Jester" desiring to join in the libel will be made parties by communicating with me. H. W. Hutton, 527 Pacific Building, San Francisco, Calif. 5-4-21

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Alfredsen, Alf.
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Aborn, J. M.
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Andersen. J. N.
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Bono, Victor
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Folvik, Louis

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Harnick, Julius
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Swanson, Eric K.
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Anderson, G.
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Zilla, Joseph

Packages

Costley, F. L.
Campbell, J. R.
Offerdal, Ing
Henum, Christ
Portham, Matt
Hansen, Oscar -2171

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120 Broadway, New York

INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk" "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic." S. B. Axtell, 9 State St., N. Y. 3-29-21

Any one knowing the whereabouts of Axel Wilhelm Johnson, age 29, last heard of in New York, June, 1917. Kindly communicate with his sister, Mrs. Ida Larson, 3485 Sixteenth street, San Francisco, Calif. 5-4-21.

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal San Francisco, Cal. 12-1-20

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

John Wallin is anxious to ascertain the whereabouts of Harold A. Lincoln and J. Peed, whom were with him on the Bark "Moshulu," at Melbourne, Australia. Kindly communicate or report at your earliest opportunity with his attorney at 676 Mills Building, San Francisco, Cal. 4-6-21

Anyone knowing the whereabouts of Robert J. Philpott will please notify his mother, Mrs. Philpott at 547 East Julian Street, Savannah, Ga. Philpott's father has died, and his mother is anxious to have him return. 4-20-21

Domestic and Naval

The freighter "West Chalata," bound for Hamburg, will have to put up at Baltimore for repairs, following the discovery of a leak in No. 2 hold, just as she was about to clear the port of Baltimore.

The twelve - thousand - ton steel tanker, "Albertolite," built by the Standifer Construction Corporation at Vancouver, Wash., for the Standard Oil Company, was successfully launched April 30.

Havana reports that the captain, Silas Freeman, and crew of five men were rescued from their bark when the cargo of gasoline caught fire. The accident occurred about fifty miles from that port.

In a recent communication to Samuel Gompers, Secretary Hughes stated that Russia is a "gigantic economic vacuum"; and to the effect that while the present Soviet political and economic system operates, trade with Russia is undesirable.

When the naval transport "Hancock" steamed for Hawaii she carried a full boatload of wives, children and women relatives of Army and Naval officers who are stationed at the newly constructed Army and Naval ports near Honolulu. Because of this character of the passengers the vessel was dubbed in maritime circles as the "family ship."

After defeating all amendments designed to register sentiment towards disarmament, the House passed the annual naval appropriation bill carrying $396,000,000, of which $90,000,000 is for continuing construction on vessels. The bill now goes to the Senate. No roll-call was ordered, but on a rising vote the speaker announced 212 members for the bill and fifteen against it.

Junior officers of the destroyer force who are studying engineering at San Diego will be given a short cruise to San Francisco on the destroyer "William Jones." The vessel will sail for the Bay City and return to San Diego May 10. The destroyers "Burns," "Anthony" and "Ingraham," which are to be converted into fast mine layers and sent to the Hawaiian Islands for duty, will leave for Mare Island immediately.

Narragansett Bay is to be the base of the destroyer squadron of the Atlantic fleet this summer. The rendezvous will bring 150 destroyers and auxiliary vessels to these waters. Five destroyers have already arrived. The main fleet of destroyers will leave Charleston, S. C., their winter base, on May 15, and proceed to New York for a stay of two weeks to permit the crews to have shore liberty. The squadron, under command of Rear Admiral A. H. Robertson, will then proceed to Narragansett Bay, arriving about June 5.

The Portuguese steamer "Mormugao," with 448 passengers, went ashore on Black Rock, on the west side of Black Island, in a thick fog, April 29. Transfer of passengers from the "Mormugao" to tugs and other vessels was begun late in the day. Women and children were taken off first in the coast guard surf boat. About one hundred of the "Mormugao's" passengers are bound for New Bedford, one of her ports of call. The others were to be landed at New York, en route to California for work in vineyards there. The ship sailed from Lisbon, April 12.

Domestic and Naval

The Atlantic fleet was reviewed by President Harding as it entered home waters in Hampton Roads April 28. The review occupied little less than an hour and a half.

A wireless report to Seattle states that the motorship "Kanchatka" was destroyed by fire at sea near Pirate Cave, Alaska, on the night of April 15. The crew of twenty-three were saved.

A selection board to nominate line officers for permanent promotion in the Navy has been ordered convened at the Navy Department. The board will select eight rear admirals, thirty-five captains and eighty-nine commanders.

Five men from the Umatilla Reef lightship have been reported lost during a recent storm off the Washington coast. Efforts of searching parties have failed to discover any trace of the victims.

The three-masted British schooner, "Bona H," 418 tons, last reported sailing from Port Arthur, Texas, for the West Indies, February 13, has been lost at sea. All hands were reported saved.

Use of liquors as beverages on American ships is authorized by a bill introduced in the House by Representative Edmonds of Pennsylvania. The bill provides that the Volstead Act shall not apply to ships when operating outside the three-mile limit of the coasts of the United States.

In granting a permit for an international labor parade on Sunday, May 1, to Morris Backall, representing the Socialist Party of Cook County, Chief of Police Fitsmorris of Chicago declared any effort to display the red flag would result in "somebody getting hurt."

Japanese firms in the Orient are seeking American wheat and lumber. Several Japanese freighters have been chartered to load cargoes consisting of these materials at Columbia river ports, while advices say many more are en route across the Pacific for additional shipments.

A rupture in the powerful intercoastal steamship conference and at the same time a conclusion of the dispute over the shipment of California dried fruits to the Atlantic seaboard, appeared imminent when the William Steamship Co., a member of the conference, announced a rate on dried fruit in boxes of little more than one-half the conference rates. The cut was made to meet the terms of the Isthmian Line, one of the leading steamship operators in the coast-to-coast trade, which does not belong to the conference. As the situation stood, the Isthmian Line and the Williams Line were quoting 55 cents a hundred weight on dried fruit in boxes, while the other members of the conference were asking 90 cents. It was believed in shipping circles that the resolution might cause the long-impending break in the intercoastal conference. The 55-cent rate on dried fruit in boxes favors the California packers, as a rate on dried fruit in sacks stands at 60 cents. The packers protested vehemently against the differential of 30 cents in favor of the unpacked fruit, which, they said, caused California fruits to be shipped to the East coast for packing.

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DECEMBER 31st, 1920

Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Aalto, Henry
Adamsson, John -4144
Albers, Georg
Altonen, Carl Alexius
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Corrico, Tom R.
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Savage, Roland
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Skogman, Wm.
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Stall, Ralph
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Thomsen, Ebbe P.
Thode, Rudolph
Thompsen, Peder
Thor, Lauri
Thomas, John
Thompson, Clifford
Torwick, H. S.

Vallenius, Carl
Vallianos, Spiros
Van Order, Louis
Vincenzo, Robert

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Wade, G.
Watts, W. J.
West, Curtis
Wehvilairen, Oscar
Westley, W. E.
Whitty, G.
Whippy, P.
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Wiberg, J.
Wilson, Bryan
Wilkens, Henry
Willman, W.
Wing, Anders
Worman, Albert

PACKAGES.

Allen, James O.
Bothe, Otto
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Branagan, L. I.
Childs, J. B.
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Dahl, Helge
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Olsson, James
Olsson, Carl J.
Sidoroff, N.
Taylor, James B.
Timmermann, W.
Twigg, H. M.
Wagner, R. H.
Ward, W. C.
Wilkens, Henry

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INFORMATION WANTED

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Tacoma Letter List.

Batikis, V.
Bertelsen, Bertel
Dominguez, Joseph
Jarvinen, Oscar
Krane, Anton
Low, G.
Magnusson, E. W.
Melgail, Michael
Nelson, Andrew B.
Persson, Fritz Leonard
Smith, John
Smith, Carl Johan
Thompson, T.

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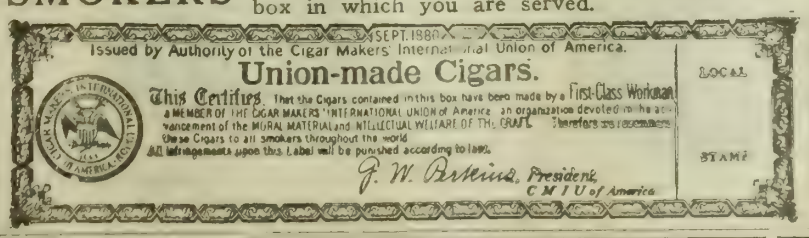

News from Abroad

All telegraphic service in Spain is to be militarized according to the newspaper El Sol.

In the plebiscite on the question of fusion with Germany, the vote in Tyrol was 129,838 in favor of and 1576 against the proposition.

Burglars recently forced a safe in the American Consulate at Rome. The contents of the safe are not known to date.

Newspapers report that the Tokio Goverment has finally decided to place the Pacific islands held by Japan under mandate, in control of the colonial bureau.

Gold has been struck on a farm forty-five miles due north of Ottawa. The first gold rush in this part of Canada followed and thousands of claims have been staked.

Twenty persons were killed and 150 wounded in a clash between Jews and Arabs at Jaffa. Troops succeeded in restoring order without being compelled to fire on the fighting crowds.

Nearly complete returns from the "sentimental plebicite" held in the Austrian Tyrol indicates that 98 per cent of the inhabitants of the province voted in favor of fusion with Germany.

Belgium has not accepted the French plan for the military and economic occupation of the Ruhr Valley. Foreign Minister Jasper informed the cabinet council that no decision would be reached until the meeting of the Supreme Council.

The Hague reports: The Second Chamber of Parliament, by a vote of forty-nine to thirty, adopted the Bjambi oil field bill, thus barring the bid of the Standard Oil Company for a concession in the Sumatra oil region, which excludes American holdings in those fields.

Fifteen destroyers, mine sweepers and eagle boats have been dispatched from Pearl Harbor in search of the missing Navy tug "Conestoga." The heavy tug left San Diego a month ago, bound for Guam, via Pearl Harbor.

Unconditional evacuation of Thrace and Ionia will be demanded of Greece by the Turkish Government of Constantinople. This demand will be incorporated in proposals now being framed for presentation to the allies.

A recent London dispatch states that a number of policemen were killed and a magistrate and sub-police inspector wounded, in serious rioting at Malegaon, near Nassik, one hundred miles northeast of Bombay, India. Troops were rushed to the scene. Wires leading to the scene were cut, preventing the sending out of details.

Fifty coal mines already have been destroyed by flooding in the United Kingdom. This indicates the extent to which the entire structure of British industry is collapsing under pressure of the miners' strike. Further evidence of the growing industrial paralysis was shown by the following conditions: Only thirteen steel furnaces are operating of a total of five hundred. Train schedules have been reduced 50 per cent. All express trains have been discontinued. A curfew law is being planned for all lighting. Daylight saving is to be extended another hour. The country is expected soon to be dependent upon foreign coal. Misery and hunger are growing as the business depression increases.

With the Wits

Motorist (after hitting pedestrian)—You were trying to cross the middle of the block.

Pedestrian—What difference does it make? If I cross at the corner you will knock me into the middle of the block, and we might just as well begin there.—St. Louis Post-Dispatch.

Sam, on board the transport, had just been issued his first pair of hobnails.

"One thing, suah," he ruminated, "if Ah falls overboard, Ah suttinly will go down at 'tenshun."—The American Legion Weekly.

"Is your boy in favor of daylight saving?"

"I reckon he is," replied Farmer Corntossel. "If he goes on stayin' out o' nights, pretty soon he won't be usin' any daylight at all."—Washington Star.

"Boy, take these flowers up to Miss Dolly Footlites, Room 12."

"Gee! You're the fourth guy wat's sent her flowers today."

"Eh! What's that? Who sent the others?"

"Oh, they didn't send up any names. They just said: 'She'll know who they come from.'"

"Well, here, take my card and tell her these are from the same one that sent her the other three boxes."—Boston Transcript.

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

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LOCKOUT FACTS STATED

Marine Unions Exercised Every Effort for a Peaceful Settlement

The following statement of facts concerning the present lockout of seamen in the United States Merchant Marine reveals the extent and earnestness of endeavors by Maritime Unions to avoid a break, and to bring about a just and honorable settlement:

Native Americans exclusive of officers, 1915, less than 7 per cent; 1920, 51 per cent.

Substantially from the month of June, 1919, there was in existence an agreement between the American Steamship Owners' Association and the Shipping Board on one side and the sailors, marine firemen, oilers and watertenders, and the marine cooks and stewards (members of the International Seamen's Union of America) regulating wages, hours of labor and other conditions of employment. This agreement provided as base figures $90 per month for marine firemen, $85 per month for able seamen; higher ratings slightly above and lower rating somewhat below. Part of the agreement was three watches in the deck department, if the vessel carried six or more sailors. Further part of the agreement was that the officers of the unions should have a right to go on the docks and ships to consult with the men at times when they would not be interfering with the work in so doing, but that the right to be present when the men were being paid off should be absolute. This agreement would expire by limitation on the last day of April, 1921.

In the month of January, 1921, representatives of the sailors, firemen, cooks and stewards received communications from The American Steamship Owners' Association and from Admiral Benson, representing the Shipping Board, requesting a reduction in their wages, etc. Copies of such letters are hereby submitted as Exhibit 1, together with answers sent on January 31, 1921, in which the organizations offered to meet at once to assist in every way possible to meet competition complained of; however, stating that they could not go to the length of driving the American again from the sea. With this one exception, their letters did not bar any reduction or change. The letters further went on to say that any agreement arrived at should go into effect immediately upon the agreement being reached and continue in operation until April 30, 1922. No answer was received to those letters which were sent to the American Steamship Owners' Association, and no answer was received from Admiral Benson, except the bare acknowledgment that the letters had been received.

The seamen were called into meeting with the shipowners and the Shipping Board on April 19, and were then presented with a new proposed wage scale and new rules about working hours and conditions, which did not mention the question of three watches for the sailors, nor of any admission to the docks and vessels, but specifically stated that there would be no "discrimination against the employment of any engineer on account of affiliation or non-affiliation with any labor organization." Inasmuch as there was nothing whatever in the proposed agreement to indicate on whose behalf such agreement should be made, or to whom such agreement should apply, the seamen's delegation asked: "With whom are you meeting?" to which the answer was: "We assume that we are meeting with representatives of the International Seamen's Union of America." Whereupon we submitted the following as a counter proposition:

1. Abolish the sea-service bureau.
2. Enforce Section 13 of the Seamen's Act, especially the language clause.
3. Enforce Section 14, on foreign ships strictly.
4. Enforce Section 2 on American vessels.
5. Preference in employment to union men, for the purpose of developing efficiency.
6. The union to examine the men and not to admit to membership anybody for ratings which they are not reasonably qualified; this for the purpose of assisting that efficiency.

These questions being settled, we shall be pleased to proceed to consider your proposition in reference to wages and working conditions.

After the above had been read by the chairman of the shipowners' delegation, it was tentatively rejected. The seamen's delegation then stated that they tentatively rejected the shipowners' proposition and requested the shipowners to think very seriously over what had been submitted by the seamen's delegation. Whereupon the meeting ended, and was not called together again until Monday, April 25.

In the meeting on Monday, April 25, in New York, the seamen's delegation was informed, first, that with reference to the sea-service bureau, the shipowners believed in the bureau, but it was a matter to be determined by the United States Shipping Board. With reference to points 2, 3 and 4, those were questions having to do with the enforcement of the Seamen's Act, The American Steamship Owners' Association did not believe in the Seamen's Act and could not see any reason why they should agree to take any action with reference to something which was or should be within the duty of the Government. With reference to point 5, they would grant no preference to union men, and point 6 having been based upon point 5, was not mentioned. In other words, they refused entirely to agree to the counter proposals made by the seamen's delegation. Whereupon, the seamen's delegation refused to consider any of the proposals made by the representatives of the shipowners. During the conference in New York it was specifically stated by the seamen's delegation that the first thing to be considered is the maintenance and development of the American Mercantile Marine. The second is hours and wages. When the so-called Seamen's Bill became law, it was generally admitted that there were less than 7 per cent of native Americans sailing under the American flag, Lakes, Coastwise and Ocean, licensed officers excepted. On the 1st of December last year (1920) there were 51 per cent of native Americans sailing in the Lakes, Coastwise and Ocean trades under the American flag, licensed officers excepted. It is a conservative estimate when it is stated that there were at the same time at least 10 per cent of naturalized citizens sailing in the same trades. Whereupon the meeting ended.

On the same night, the seamen's delegation (then in New York), received telegraphic communication from Admiral Benson, Acting Chairman of the Shipping Board, inviting all those interested to come to Washington to a meeting to begin on Wednesday, the 27th of April, at 10 a. m. The meeting to which those interested were invited by Admiral Benson began at the hour specified. The seamen were then presented with the decision arrived at by Admiral Benson on behalf of the Shipping Board, which was, first, that the sea-service bureau would continue in operation; second, that, of course, Admiral Benson and the Shipping Board were in favor of the enforcement of the law standing on the Statute books, and that in so far as it depended upon the Shipping Board it would be enforced. With reference to point 5, the admiral stated that the Government could not agree to any discrimination as between citizens. He then stated (quoting from memory): "That he entirely disregarded the question of competition; that he based his decision upon the reduction in the cost of living, and that he had decided that 15 per cent reduction in the wages would be just to all parties." Papers containing wages and conditions proposed by the Shipping Board were then distributed. The leader of the seamen's delegation asked whether the 15 per cent meant a 15 per cent reduction in the total income in money received from the ships by the seamen, or did it mean a 15 per cent reduction in the base wages? The answer was: "Abolition of all overtime pay and a 15 per cent reduction in the base pay."

The question of the wages and conditions of the marine engineers was then taken up, and after some statements made on both sides it looked like an absolute break; that is to say, it looked as though those present would part without coming to any results whatsoever. The leader of the seamen's delegation then urged that the future of the Merchant Marine of America might depend upon what was being done; that this be seriously considered until the next day, when the meeting might assemble again.

Admiral Benson stated that the next day, Thursday, he had to be out of the city, and suggested that it be laid over until Friday morning at 10 o'clock. This was agreed to. On Friday, at 10 o'clock, the meeting came together again. The Admiral asked what answers the seamen and the marine engineers had to submit, and the leader of the seamen's delegation stated that before giving the final answer for the seamen it was arranged among the seamen themselves that he should ask certain questions, and he proceeded to propound the following questions:

1. The statement which we have says nothing about watches at sea. Will the sailors be permitted to retain three watches? The answer was "no."

(Explanation: Three watches at sea mean fifty-six hours per week, two watches at sea mean eighty-four hours per week.)

2. The statement contains nothing about con-

tinuing the right of the representatives of the men to visit the men on the ships, to be present when they are paid off, and represent them with the shipowners. Will that be continued? The answer was "no."

3. On Wednesday we submitted tentatively a proposition that preference might be given to American citizens for all ratings for which they are qualified; second, preference to those who hold intention papers and preference of such intention papers should be according to seniority of the papers. We now make that proposition officially and ask for an answer. There was on the part of Admiral Benson not a direct "no," but a hesitation and a number of qualifications, but on the part of the shipowners an emphatic and clear "no," in which the Admiral then joined. Again the question of whether the 15 per cent was a reduction in the whole of the income, or in the basic wages, and the same answer that had been obtained previously was given again, namely, that practically all of the pay for overtime work had to be abolished and that the 15 per cent was to apply to the basic wages.

The leader of the seamen's delegation then stated that before the meeting closed he had a blanket proposition to offer, together with a short statement of the reasons why, requesting that he might be given that opportunity. There being no objection, it was taken for granted that the opportunity would be given.

The marine engineers' question then came up for consideration. Some time was taken up with that, but no understanding was arrived at. Then the question of the pay of wireless telegraphers was taken up, but no understanding arrived at. Whereupon, the leader of the seamen's delegation stated that he was instructed to make a statement and a proposition with which he, himself, was fully agreed and which was about as follows:

That as we seamen feel that the decision arrived at here will determine whether the United States is to have a Merchant Marine or not, whether it is to have any proper share in the sea-power of the world or not, we feel that we have no right finally to determine this thing; it has national and international aspects and ramifications which we think of such importance to this country that, while we believe we are right, we are willing to surrender our judgment and to submit this entire question, without any reservations or qualifications whatsoever, to the President of the United States, and in order that no stoppage may take place, that the wages and conditions now existing shall remain until he has had an opportunity to pass upon it and come to a decision, which decision we pledge ourselves beforehand to loyally agree to and abide by. The marine engineers joined in that. So did the wireless telegraphers. Admiral Benson replying, stated that he would not burden the President with these questions; his burden was heavy enough, and it was our duty to lighten it, not to increase it. The shipowners emphatically answered "no" to the proposition that had just been propounded by the seamen's delegation, whereupon the leader of the seamen's delegation said: "We seamen do not believe that we are adding to his burden, and we are not submitting it to him with any such intention. We thought it our duty to him, to the Merchant Marine and to the country to submit this proposition to the President, and we think so still. We cannot do otherwise; we must follow the convictions of duty that is in us, and since the other side will not agree, we will ourselves, as far as we are concerned, submit it to the President." Whereupon the delegation left the hall.

(These quotations above from the meetings of Wednesday and Friday have been made from memory, because when W. S. Brown, President of the Marine Engineers' Beneficial Association, on his own behalf and on our behalf, asked for a stenographic copy of what had taken place at those meetings (of course willing to pay for it) such request for a copy was denied. If any reason was given we know not, but as we have not received any copy we must depend upon our memory.)

After the seamen's delegation left the meeting the following letter was written to the President:

"Washington, D. C.,
April 29, 1921.

"Mr. President:

"This is a report and a prayer. All the agreements and arrangement between shipowners organized in the American Steamship Owners' Association, the U. S. Shipping Board, the organized Marine Engineers, Sailors, Firemen, Marine Cooks and Stewards, these last three [illegible] of America, will cease with tomorrow night.

"The shipowners offered us a reduction [illegible] subsistence and the abolition of all pay for overtime work. This took place in the month of January. We wrote them a letter offering to [illegible] to an understanding to the effect immediately and to run until April, 1922. There was a meeting until the 19th of this month. Then they offered us conditions that were utterly impossible for us to accept. We countered with [illegible] propositions which we deemed of absolute necessity for the upbuilding and preservation of the personnel of the Merchant Marine of America. This refused. We met them again on the 25th, and they refused to consider our proposals. This ended the meetings in New York.

"Admiral Benson, chairman of the Shipping Board, called everybody interested to meet here in Washington on Wednesday, the 27th. There was a 10 per cent reduction in the cut proposed to us here, making it 15 per cent of the actual wages signed for on the articles, but the total cut would, under the rules proposed, be from 40 to 60 per cent in the actual income of the men employed; but no other change in the other things, except that in so far as the carrying out of the law was concerned, the Admiral declared himself entirely in favor of the carrying out of the law, and that he would do what he could to have the law enforced.

"We submitted as a proposition that in the matter of employment, the American citizen would have the preference for any rating which we would be qualified to fill, and that men with intention papers should have the next chance of employment, basing their preference amongst them upon the length of time that such intention papers had been held. This was refused. There were several other propositions made and refused. Whereupon, we made the offer to submit the entire question to you, declaring ourselves willing to accept whatever you should deem most advantageous to the building up of a Merchant Marine for the United States, and that in order to prevent any stoppage at all the present condition should remain until you had an opportunity to act upon the situation. This was first refused by Admiral Benson, stating that he would not burden you with this matter. It was then pre-emptorily refused by the ship owners. We renewed our offer, and again were refused. Whereupon, it was stated by us that we felt that we did not burden you by submitting our judgment to yours. We felt that we were doing our duty to you and to the Merchant Marine.

"We now respectfully submit the matter to you in the firm faith that you will act for the development and maintenance of the Merchant Marine.

Most respectfully,
(Signed) W. S. BROWN,
President, Marine Engineers' Beneficial Association.
(Signed) ANDREW FURUSETH.
President, International Seamen's Union of America.

To the President,
Of the United States,
The White House, Washington, D. C."

This letter was taken to the President's office by W. S. Brown, President of the Marine Engineers' Beneficial Association, and Andrew Furuseth, President of the International Seamen's Union of America. The Assistant Secretary to the President, on receiving and reading the letter, said that it would be submitted to the President at the first opportunity.

On Saturday at 10 a. m., W. S. Brown, President, Marine Engineers' Beneficial Association, and Andrew Furuseth, President, International Seamen's Union of America, called at the President's office for information, and were shortly told that the President would consult with some of his Cabinet officers, and further information would be sent later. These two representatives were then taken to the office of Mr. Davis, Secretary of Labor, where the offer of leaving the whole question to the President was again made without reservations or condition, and the names of the organizations for whom the representatives so agreed were given, namely, the Marine Engineers' Beneficial Association, the International Seamen's Union of America and the organization of the Wireless Telegraphers.

About 6 p. m., Saturday, April, 30, the seamen's delegation received information through the Associated Press and from Baltimore that Admiral Benson, on behalf of the Shipping Board, had issued instructions to put into effect the wages and conditions proposed by the shipowners and the Shipping Board, and which had been rejected by the seamen. Information came further that similar instructions had been issued by the Ship Owners' Association. After verifying this information as well as could be done, the seamen's delegation felt that inasmuch as the President had not acted finally, such instructions seemed to be premature. There was danger that it would bring about a general stoppage of all vessels. Therefore, the following telegram was sent to all the Atlantic ports:

"Washington, D. C.,
April 30, 1921.

In conference yesterday we asked: Will you give us three watches? Answer, No. We asked: Will you give us passes to the docks? The answer was, No. We asked if fifteen per cent reduction meant fifteen per cent reduction in wages or fifteen per cent of wages, overtime pay and subsistence. The answer was: It meant fifteen per cent of the wages and practically abolition of all overtime pay. We then offered to leave the whole question to the President of the United States. This was refused. We then took the proposition to the President. We have waited for an answer since noon. It is now nine-thirty Saturday night, no answer. Don't sign in any vessel under other than old scale of wages. See these instructions are followed.

(Signed) P. J. PRYOR,
For Committee of Eastern & Gulf."

And the following telegram was sent to the ports on the Pacific, signed by Rosenberg and the other officers present at Washington:

"Washington, D. C.,
April 30, 1921.

After negotiations broke yesterday all marine organizations involved submitted settlement of entire controversy to President Harding. No word yet what he will do. Pending further information men shall only sign under terms of old agreement. Watch closely."

It may be well to explain what takes place on board of a vessel before she can go to sea. The law provides that the crew of the vessel must sign the ship's articles before the vessel can proceed to sea. The shipping articles must contain the wages to be paid. The men are called aft, the articles containing the wages and conditions are read and the men are individually asked to sign. If they fail to sign they are told to leave the ship. The information so far obtained is that no change from the usual mode of procedure was made, which means that the articles containing the new wages and conditions were submitted to the men individually for their signatures. The men individually refused to sign, and were thereupon ordered to leave the ships.

On behalf of the International Seamen's Union of America.

ANDREW FURUSETH.

EXHIBIT 1

American Steamship Owners' Association.
New York, January 25, 1921.

Mr. P. J. Pryor, Secretary,
Eastern & Gulf Sailors' Association, Inc.,
67-69 Front St., New York City.

Dear Sir: As outlined today in the conference between our sub-committee on the wage and working agreements and representatives of the Marine Firemen's, Oilers and Watertenders' Union of the Atlantic and Gulf and the Eastern and Gulf Sailors' Association, Inc., we urge a revision at the earliest practicable day of the wage and working agreements to meet the unforeseen and serious depression in the shipping trade caused—

(1) By the general decline in the volume of sea-borne commerce, and (2) the intensifying competition of foreign ships operated at lower costs than American ships.

We believe in adhering to the agreements as written so long as they are unchanged by mutual consent, and we are asking you to co-operate with us to save the new American Merchant Marine, in which we are alike interested, from the rapid decline which under existing conditions seems inevitable.

Before taking this matter up with you, the steamship companies have been and are bending every energy to effect reductions in overhead charges, repairs, fuel, supplies, and all other operating costs. They believe that with these economies and with some readjustment of wage and working costs they will be able to keep in commission ships which otherwise must go out of commission—and perhaps to restore to service some ships now laid up. You know from your own observation how many American vessels are idle, how the proportion of foreign ships is increasing in our harbors, and how many of our own officers and men are unemployed. It is a very grave crisis that is now confronting us.

We have already asked the engineer and dock officers to modify their agreements so that overtime may be eliminated, subsistence and room allowance adjusted, and wages be reduced 25 per cent.

We now ask you if you will consent: (1) To immediate elimination of overtime; (2) to readjustment of subsistence and room allowance; (3) to a substantial reduction in wages to a basis which will enable American vessels to meet successfully the wage costs of our principal foreign competitors.

Because of the emergency we urge that you make a definite reply to us as soon as possible. Every week that passes sees more and more ships laid up, and we desire to check this process just as soon as our united efforts can accomplish it.

Very truly yours,
(S) J. McCARTHY,
Vice-Chairman, Sub-Committee on Wage and Working Agreements.

(Copy.)
United States Shipping Board.
Washington, January 26, 1921.

Eastern & Gulf Sailors' Union,
67-69 Front St.,
New York City.

Dear Sir: I understand that a letter has been addressed to your organization by the subcommittee on wages and working agreements of the American Steamship Owners' Association, this letter following a conference had with your representatives in New York.

The seriousness of the situation with which we are all confronted is not exaggerated in this letter. It is unnecessary to again describe the widespread drop in marine freight movement, which is resulting in an increasing number of ships being tied up and an increasing number of officers and men being out of employment.

In this emergency it is proper even before the expiration of the agreements, which it is our intention to maintain, to secure the co-operation

(Continued on Page 11.)

Weekly News Letter

Contributed by the American Federation of Labor

Two Kinds of "Law and Order"

In answer to the claim of cossack advocates that they stand for "law and order," Secretary Olander, of the Illinois State Federation of Labor, shows that militarism also stands for "law and order," and that the term has two very different and distinct meanings.

"One of these," he says, "is best given in the political writings of the German historian, von Treitschke, who insisted that there could be no such thing as a sovereign citizenship, individual freedom or democratic institutions, and who advocated the supremacy of the State in all things. A military State police system is an essential part of the kind of a government system advocated by von Treitschke.

"The other meaning of the term 'law and order,' as expounded by the American statesman, Jefferson, and which is best expressed in the American Declaration of Independence, holds that men are created equal and are endowed by their Creator with certain inalienable rights. The American theory declares the sovereignty of the citizen. It upholds individual freedom and develops democratic institutions. One of its most essential parts is that of local self-government.

"It was to guard against the establishment of highly centralized government authority that our forefathers arranged the police system so that in all cases and under all circumstances those who exercised police authority would be under the control of and responsible to the people of the community in which they served.

"We are against the von Treitschke system of law and order as advocated by the proponents of the military police bill. We stand for the system of law and order provided by the American theory.

"As a matter of fact, an examination into the history and uses of State police systems, wherever they may be found, will show that they are never used for the primary purpose of ordinary police duty but are always political and industrial in character. The West Virginia law provides that no member of the State police force shall be allowed or permitted to remain at or near any voting or polling place during elections or to be in attendance at any political convention or caucus, and it further bars from all public office, either elective or appointive, every man who serves on that State police force until one year after he has severed connections with it.

"The constabulary of that State was organized at the request of the coal owners. The Legislature of that State gave the mine owners what they wanted, and then sought to safeguard the political institutions of the State by enacting the sections of the law which I have just referred to."

The Miners' Strike

Outwardly, the failure of the triple alliance to function in the miners' strike was caused by a tactical error. Secretary Hodges of the Miners' Federation made an offer that was not accepted by his associates. The confusion that resulted brought about a condition that "destroyed the firm ground on which the strike action was based."

This new condition was considered by a conference of railway workers and transport workers, when it was declared that "a partial and hopelessly incomplete sympathetic stoppage would have weakened the power of the three organizations without contributing any material assistance to the miners."

When Secretary Hodges' offer was rejected by his associates, he handed his resignation to them, but it was not accepted.

Behind this outward reason for the triple alliance collapse, however, appears a determination of workers to have a voice in the merits of the question rather than make sacrifice at the word of one of their allies. This was the case with a federation of cotton workers, which recently dissolved. One labor paper presents this reason why a plan that gives all the power to one ally will fail:

"To our mind, it seems impossible to realize a high power of solidarity between trade unions under agreements whereby the sole power of determining or continuing a dispute, or even of continuing or resuming negotiations, is the prerogative of the executive of one of the allied unions. Such an alliance is undemocratic in its methods, and will always break down under pressure. The conditions under which the triple alliance was brought into the dispute were probably responsible to some extent for the breakdown, and it is evident that some other and more complete form of organization will require to be achieved before it is possible to wield such power as was attempted in this miners' dispute."

Seamen's Law Attacked

Simultaneous with the Shipping Board's and vessel owners' attack on the Seamen's law, Congressman Edmonds of Pennsylvania has introduced a joint resolution empowering the President to suspend any portion of that law "during the existence of war or any other emergency by which the free operation of ships in the American merchant marine would be endangered."

Congressman Scott has also introduced a bill which would annul the Seamen's law.

Accidents in Logging

During the past year there has been an appalling loss of life in the logging industry by reason of preventable accidents, according to the Department of Labor and Industries.

It is stated that there are a considerable number of well established logging concerns that have done everything possible to make their operations safe, but there are a large number of others who have given the matter no attention whatever.

Barbers Gain

A new agreement secured by the Barbers' Union calls for $25 a week and 50 per cent of receipts in excess of $30.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—

38 Trades Hall, Sydney, N. S. W.

49 Clarence Street, Sydney, N. S. W.

1 Crawford Street, Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg, Auckland, N. Z.

Trades Hall, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward Street, Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

All classes of society in Bulgaria have been called upon to fulfill their duties under provisions of the compulsory labor law, which requires that men must give twelve months' work to the State, and women six months' work.

Press reports state that a strike of Norwegian sailors and stokers, members of the Seamen's Union, became effective May 8. Steamers still paying the old rate of wages will also be affected, according to the Social Demokraten.

A statement recently issued by the Amsterdam Municipal Statistical Bureau shows that 25.1 per cent of the members of trade unions affiliated to the State Unemployment Insurance Fund in that city, were out of work in February. These figures include diamond workers, of whom 88.6 were unemployed.

Over 30,000 members of the National Union of Ships' Stewards, Cooks, Butchers and Bakers of Great Britain were locked out on May 7, after a refusal to accept a 17 per cent reduction in pay. The British shipowners are taking action in harmony with Norwegian and American shipping interests. The Transport Workers' Federation will support the Cooks and Stewards' Union.

The lockout of marine workers by the American shipowners, in conjunction with that of Norwegian and British, is bringing recognition of a solidarity never previously known. The Federation of Transport Workers at London on May 7 ordered their members to refuse to handle American shipping because of this attack by United States shipping interests.

Workers of France are not taking kindly to the recent mobilization orders. The ecstacy which prevailed in 1914 is altogether lacking, and in the poorer sections of Paris riots have occurred which are of serious nature. Walls of buildings in these quarters are plastered with bills urging the workers not to obey the mobilization order, and demonstrations are frequently broken up by the gendarmes.

The Workers' Compensation Act, which is part of the State insurance scheme introduced by the Queensland Labor Government, provides for compensation to workers injured by accident in the course of their employment. The payments are for death: three years' wages—minimum $1500, maximum $3000; and for the total disablement: half wages, not exceeding $10 per week up to a maximum of $37.50, with various lump sums for specific injuries. This compensation is paid out of a national fund administered by the Government.

The British Empire is being shaken to its foundations by the coal miners' strike, notwithstanding the machinations of clever diplomats and politicians of England, including the maneuvers of Premier Lloyd George. The crisis has been rendered more acute by strikes against importation of foreign coal, and the lockout of thirty thousand ships' stewards, who are resisting a proposed wage cut. There are approximately six million unemployed in the United Kingdom, with a total of fifteen million affected by the industrial chaos.

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REMOVAL NOTICE

Members of the Masters, Mates and Pilots' Association of the Pacific, and shipping interests in general, please take notice that, on and after April 30, 1921, the Headquarters of the Masters, Mates and Pilots of the Pacific will be located at 52 California Street, in place of 62 Steuart Street, San Francisco, Cal. The telephone number will remain the same as present: "Kearny 2034."

W. H. STARK, Sec'y.

INFORMATION WANTED

Anyone knowing the whereabouts of John Johnsen, a native of Bergen, Norway, and a member of the Sailors' Union of the Pacific; last heard of in Norfolk, Va., on board the S. S. "Lake Texan," kindly communicate with his brother, Andrew Johnsen, P. O. Box 65, Seattle, Wash.
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Pacific Coast Marine

The steamer Alaskan is en route from Hilo to the Delaware breakwater with a cargo of sugar, which is part of a consignment of 125,000 tons billed to the Atlantic coast.

The Newsco Line, the intercoastal company for which the Admiral Line is the Pacific Coast agent, has added Vancouver to its regular ports of call, starting with the steamer "West Isleta."

The 250-ton steel schooner 'Casco," from San Francisco for Vancouver, B. C., will serve the Hudson Bay Company in its Arctic service. She will leave Vancouver, May 15, for Mackenzie river points for furs and other products of the Hudson Bay's northern trading posts.

Under command of Captain J. H. Dawson and booked full to capacity, the Oceanic Steamship Company's liner "Ventura" sailed for Sydney, via Honolulu. The crew were signed previous to the inauguration of the new scale of wages, thereby not being affected by the maritime strike.

The appointment of Frank A. Turner to the position of inspector of hulls at San Francisco for the United States Government has been received in shipping circles. He succeeds to the position made vacant last month by the death of Captain James Guthrie. Turner's selection for the position comes as no surprise as he has been filling the post of assistant inspector of hulls for many years.

A basic rate of $20 a ton for general cargo from Vancouver to Manila, Singapore, Colombo and Suez was tentatively agreed upon by representatives of steamship lines in conference at Vancouver, B. C., to establish a uniform freight rate to the Far East. The final decision of the conference will be submitted to the Pacific Westbound Conference at San Francisco for approval. The Canadian Robert Dollar Company, the Canadian Government Merchant Marine, the Blue Funnel Line and the Pacific Steamship Company were represented at the meeting.

Passengers arriving at San Francisco aboard the T. K. K. liner "Anyo Maru" told of a battle waged with plague by Dr. Y. Okomoto, the ship's surgeon, while the vessel was en route from Hongkong for Honolulu. Eight days out from the Chinese port, five cases of spinal meningitis developed among the Japanese passengers, one dying. Dr. Okomoto then gave serum injections to every one aboard and succeeded in confining the disease to the four remaining sufferers. At Honolulu, where the ship was quarantined for two weeks, thirty Japanese were held for observation.

Negotiations are pending between the Shipping Board, in conjunction with the State and Treasury Departments, and foreign nations to dispose of the immense stock of surplus materials in the Shipping Board's hands, according to word from Washington. China is particularly mentioned as a possible purchaser of these supplies. Steamship men believe that the sale, if consummated, would mean the shipment of large quantities of the materials through San Francisco. The bulk of the surplus consists of steel, machinery and 14,000,000 feet of lumber. All of these are greatly needed in China.

Indicating that the American-Hawaiian Line is going back into the Hawaiian sugar trade on a comprehensive scale, Williams, Dimond & Co., Pacific Coast agents, have announced that every other steamer in the next few months will be dispatched to Honolulu. Vessels designated for this run are the "Arizonian," the "Floridian," from New York May 21, the "Mexican," from New York June 11, and the "Pennsylvanian," from New York July 2. Three steamers have already been returned to the East Coast via the Hawaiian port.

The rate on grain from North Pacific ports to the United Kingdom and Europe shows indications of considerable fluctuation in the latest fixtures. The general tendency seems to be downward, but chartering is brisk and the terms are not yet as low as they were before the recent rise from 55 shillings. The British steamer "Benledi," 2509 tons, has been taken by the Portland Flour Mills Company for May loading at 60 shillings to the United Kingdom. Just previously, the Dutch steamer "Aikmar" was fixed at 57s 6d by M. H. Houser.

Economy of operation has considerable influence in keeping certain vessels moving which otherwise might be decorating the boneyard. The steamer "West Kasson," said to be the only American merchant vessel twice to circumnavigate the globe, made an average speed of 11.2 knots during her running time on the last voyage, and for this reason it has been decided to continue her in the 'round-the-world service. The "Eastern Importer," which was also scheduled for the boneyard, has been retained because of her economy of operation, and is to sail May 10.

The increase in American tonnage in and out of the port of San Francisco was shown in a report for the month of April, compiled by the marine department of the Chamber of Commerce, the figures for coast to coast vessels being considerably in advance of those covering off-shore craft. The total tonnage of steam vessels in the costal service to arrive during April was 261,554, according to the list, intercostal sailing vessels having reached a total of 3661 tons. Although this was below the tonnage of sailing vessels from foreign ports, the figures for steamers in the off-shore trade was exceeded by 87,919 tons in the Atlantic-Pacific service. The tonnage of ships sailing for costal destinations was greater for both steamships and sailing craft than the tonnage of any foreign-bound vessel.

Announcement that the Pacific Coast Westbound Conference had disbanded has given steamship circles an additional shock. This conference, which for eight years has banded together the fourteen operators between the Pacific Coast and the Orient, has been functioning somewhat precariously for several months past. Inability of the conference to maintain its schedules without rate cutting was offered as the reason for the withdrawals. The possibility of a rate war was advanced following the disbanding of the conference, but the general opinion was that rates would not be cut more than they have been recently. Whether the dissolution of the conference, permitting foreign lines to make rates at their own discretion, would have a bearing on the strike, shipping men were unable to predict. An effort is to be made to reorganize the companies.

Recent surveys made by steamship officials at San Francisco, through their various domestic and foreign agents, display the fact that the bottom has been reached in the ocean trade slump and that American commerce is on the rise. In the intercoastal business, cargo offerings are heavy. Lumber, grain, California boxed, canned fruits and vegetables as well as a large portion of the citrus fruit crop of Southern California will keep the various fleets of coast-to-coast steamers busy for many months on the eastbound schedule, while the westbound movement of freight has maintained heavily all through the slump. Japan is asking for lumber and wheat and the same is true of Australia, where lumber is in much demand. Business on the lower west coast is showing slight activity as well. The long expected building boom in the United States will start this summer or fall and when that time arrives coastwise steamship operators foresee boom times.

A sharp adjustment of the present transpacific rates is expected to result from the disbanding of the Pacific Westbound Conference recently. The action of the conference in splitting was the result of the inability of the members to maintain rates. Disbanding of the conference was threatened several weeks ago, when the Java-Pacific line withdrew. The China Mail followed the action of the Java-Pacific a short time later. There has been a constant struggle on the part of the lines in the conference to force companies not governed by the association to maintain standard rates. The unsettled condition of freight offerings in the transpacific trade, coupled with the marine strike, has been the cause of the conference disbanding. Shipping Board officials say that all American lines would be in agreement as to the rates to be established, and that the different ports would act to establish and maintain uniform schedules. With the disbanding of the conference, all strings attached to American or foreign lines operating out of Pacific Coast ports will be removed and keen competition for cargoes will be carried on.

Europe realizes that the Panama Canal has made the Pacific Coast only a month distant and it is responsible for the off-seasonal movement of Western products to the Old World, according to those who have been studying the unprecedented situation this year. Formerly most of the freight from this Coast to the European markets was carried from August to December, and it was necessary to allow three to five months for delivery. The Pacific Coast market was regarded as so remote as to be worthy of consideration only as the fruit and grain crops were being harvested. The seller was at the disadvantage of having to unload in a short time when the market was glutted, and the carriers were forced to remain inactive more than half the year in order to get the few months of brisk business. The Panama Canal has changed this condition vitally, but this has just been realized by the Europeans. The canal was not open long enough before the war to affect much consideration, and during the war there was no opportunity to observe its workings in this respect. The importers of the United Kingdom and the continent are just now recognizing that they need allow only thirty-five days for delivery of Pacific Coast products.

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(Continued on Page 11)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MAY 11, 1921.

A NEED FOR RESISTANCE

Across the wide stretches of the world's most favored continent, the seafarers of the Pacific Coast greet their brothers on the Atlantic. Comrades in strenuous hours of trial, we are conscious of the fraternity which binds us to our cause. We realize that it was against our Atlantic brothers that the shock of aggression was first and hardest flung. In the cities teeming with unemployed workers the menace of a vast army of submerged, suffering poverty and hunger, the most severe test of manly principles was sure to be felt. That the seamen of the Atlantic and Gulf, as well as those of the Pacific, will acquit themselves nobly there cannot be the smallest shadow of doubt; their courage has been tested and they have learned to understand.

One of the most powerful and ruthless combinations of employers that ever conspired have determined upon our subjection and the degradation of our calling. Obsessed by greed and arrogance, they are reckless of consequence and devoid of all human attributes. They must and will fail in their purpose. Their intense animosity welds our solidarity, and the influence of mutual adversity brings us closer together.

We are compelled to set aside all trivial differences and eliminate all that is dross; the small matters, personal antipathy, or petty desire. As seamen, we possess nothing of this world's goods; therefore, in a material way, have nothing to lose.

It is for our very liberty and citizen rights that we are compelled to strive, and with the justice of our cause is the measure of our strength.

Upon those whose ambitions urge and natural desire has directed to the calling—attainment of which has enabled them to accept the responsibilities of marriage and family life—the burden will seem to be the harder; therefore, the necessity for equally powerful resistance. Those who are not able to stand alone, and dependant for care, silently demand that at this crucial time, when the standards of living, welfare and happiness are at stake, that their protectors must not waver, but must stand firmer in defense.

The spoilers, with inordinate desire, have flung their predatory banner to the breeze. With brutal emphasis, they have declared their intentions, which are savage in their nature.

The Seamen of America are confronting a situation which would degrade them to an Asiatic standard. The shipowners and their allies are brutally frank in their declarations that seamen on the Atlantic Coast are expected to compete against the more economical method of propulsion as operating in European vessels, and we of the Pacific are told we must compete with the low living standard of Orientals. The fact that inter-coastal and coastwise trade is not affected by this outside competition receives no consideration, which further proves that this present lockout is not caused by pressure that is economical, but by the inordinate desire of unscrupulous commercial interests to subjugate the seamen and destroy our organizations. Understanding the nature of the contest, we realize what must be the extent of our resistance.

AN IMPROVEMENT REQUIRED

There is considerable agitation amongst members of the Sailors' Union of the Pacific for a more beneficial method of depositing funds. The system in operation is not at all satisfactory, due to the fact that money, which is placed in savings or commercial banks, can be used against depositors, by the financial interests, at any and all times. There are several other agencies for deposit or investment which are as secure and more preferable than commercial or savings banks; at least, our own money could not be used as a weapon against us.

Banking interests are identical with employers, due to the fact that their maintenance and success depends upon the surplus wealth mulcted from the labor which creates it through the present unfair wage system.

The certificates of the United States savings organization and other Government securities, State and municipal bonds, have proven the most substantial investments. A number of unions are giving consideration to the purchase of bonds of the State of North Dakota. By such practice they feel that they not only protect against their money acting as a boomerang through the machinations of bankers, but they furnish substantial aid to a worthy cause. They are giving support to an intelligent, progressive and sacrificing community, which is fearlessly combating the legions of greed. Success of the North Dakota idea means the breaking of the back of Wall Street spoilers. There is considerable food for thought in the matter of depositing the union funds and there are great possibilities for improvement over the present antiquated methods now in operation.

When a man tires at the "slow progress" of the labor movement a good recipe is to stand off a bit and survey the work actually accomplished.

HOOVER WILL INVESTIGATE

Under the caption, "Disclosed by the Press," last week's issue of the JOURNAL reproduced a number of newspaper items, in which Secretary Hoover of the Department of Commerce was quoted as giving condonation to wrongful interpretation of the language clause of the Seamen's Act.

Evidence that these press statements were made without authority is contained in the following from a late edition of the San Francisco Chronicle, which published one of the original items:

"Secretary Hoover of the Department of Commerce proposes to direct an inquiry into the whole question of rulings installed by the previous Administration," on the language test provisions of the Seamen's Act, he announced last night in a telegram sent to the Associated Press, with the request that it be made public. The text of the telegram follows:

> "I understand the statement has been made in the Pacific Coast press that I proposed such an interpretation of the language test in the Seamen's Act as will enable the employment of thousands of Chinese on American ships. No such statement or suggestion was made. Moreover, I have neither the right nor the intention to color the enforcement of any law.
>
> "In order that there can be no misunderstanding, I propose at an early date to direct an inquiry into the whole question of rulings installed by the previous administration on the subject where all parties can be heard."

Efforts of the commercialized press to serve the interests of "big business" frequently results in the most flagrant misrepresentation, of which this case appears to be an example. We trust that an early and thorough investigation by Secretary Hoover will clear this situation and result in putting an end to wrongful interpretation and maladministration of the Seamen's Act.

MINERS GIVE WARNING

In order that there may be a full and complete understanding of the position of the United Mine Workers of America on the subject of reductions in wages, and to set at rest all rumors and reports in regard to that subject, International President John L. Lewis has issued the following statement:

"There will be no reduction of wages in the organized sections of the coal mining industry. The mine workers are now working under a scale of wages fixed by the United States Bituminous Coal Commission, created by the President and which functioned under governmental authority. These wage schedules were written into an agreement between miners and operators, which will not terminate until March 31, 1922. There can be no modification or abrogation of this agreement in any coal producing district without disturbing the integrity of the contract throughout the entire Nation. The United Mine Workers will resist any attempt to disturb the equanimity of its present contractural relations. The present acute depression in the mining industry, with consequent widespread unemployment and distress among the mine workers, is not in any way attributable to the wage schedules now in effect. Production costs at the present time are such as to enable coal to be produced and furnished the consuming public at a price relatively lower than any other basic or essential commodity. Users of coal should not

delay purchase upon the theory or with the hope that any reduction of wages will be accepted by the mine workers. Statements to the contrary have no basis in fact."

Those who are fair and liberal-minded must often wonder at the blind persistency of "big business" in its aggressions upon the rights and liberties of the people; its callous attitude and disregard for consequences. But when they realize that "big business" is merely a creature of our commercial system, the apparent anomaly ceases to exist. Looking forward, the dreadful truth intrudes that unless the human race puts an end to the "system," the "system" will destroy the race.

GERMAN SHIPPING GAINS

German shipping is showing evidence of rapid recovery and Brazilian coffee exporters are co-operating with German interests in an effort to restore Hamburg to its former position as a center of the coffee trade.

There is considerable activity in the shipbuilding industry at Hamburg. Twenty-eight ocean steamers are being built in the yards there and orders have been received for fourteen more. Most of these vessels are of medium size, ranging from five thousand to ten thousand tons. The Deutsche Werft yard, the newest of the Hamburg yards, is constructing six steamers for the Hamburg-America Line, two for Dutch concerns, and eight for unnamed purchasers. For the Woermann Line and the German-Australian Line nine steamers are under construction at different yards.

Bremen showed a relatively greater recovery in 1920 than did Hamburg, its shipping activity reaching about half of what it was just prior to the outbreak of the war and treble that of 1915. The extent of this increase in 1920 is shown by the fact that Bremen's arrivals and departures in January, 1920, totaled 58,270 tons. In December they reached 100,568 tons. As a result of the low exchange value of the mark, Bremen has acquired a very considerable portion of the shipping business from the west of Germany which formerly went via Antwerp and Rotterdam. Bremen has proved the cheaper despite the necessity of the railway haul to that port. Bremen is showing activity as a cotton center, 630,000 bales having been imported in 1920. Thus far the importation of wool has been relatively small, due to the fact that production in the German wool-manufacturing industry is about 25 per cent of pre-war capacity.

ACCEPT NO CUTS

St. Louis, Mo., April 30.—The Building Trades Council announces that no affiliated union has accepted wage reductions, despite contrary claims in the public press. Many of the crafts were called upon to lower rates, but in every instance they refused, and were successful in their stand. A few lockouts were started by employers, but the Granite Cutters are the only ones who are still out.

Always demand the Union Label!

LATVIA'S COMMERCIAL FLEET

The Latvian commercial fleet consists of 234 vessels with a total capacity of 24,000 net registered tons, except the tugboats and river vessels. Of the latter, Latvia possesses nineteen steamers and fifty-seven sailing vessels, with a total capacity of 8968 net registered tons. These figures include all ships sailing under the Latvian flag, and also those still lying in Soviet Russian harbors awaiting their guaranteed return by the Soviet Government.

Of the above shipping the Government owns six steamers, with a total capacity of 3949 net registered tons, and forty-one harbor vessels and tugboats. In private possession are three steamers, with a capacity of 1133 net registered tons; forty-five sailing vessels, with 7072 net registered tons; and eighty-four tugboats and river passenger steamers.

Subject to return from Soviet Russia are nine ocean-going steamers, with a capacity of 9370 net registered tons; six sailing vessels, with a total capacity of 1954 net registered tons, and thirty-three tugboats and river vessels. In accordance with the peace treaty, Germany has to return to Latvia one ocean-going vessel and six sailing vessels, the latter with a total capacity of 942 net registered tons.

In addition to the foregoing fleet, twenty-seven sailing vessels are now being built in Latvia.

UNEMPLOYMENT IN URUGUAY

According to a report of the Uruguayan National Bureau of Labor, as a result of the present business depression in that Republic, the electrical industries have decreased their personnel by 15 per cent; soap, hat, cigar and cigarette factories, also tanneries, limekilns, biscuit makers, and sawmills by 20 per cent; spinners, box and can factories, foundries, boilermakers, etc., 30 per cent; other metal works 35 per cent. The rock quarries are working with only 50 per cent of their usual force. Bronze works have declined rapidly and are expected to close soon. Employes of the shoe and alpargata factories are working alternate days to prevent closing down; vermicelli and spaghetti factories are also working periodically. The only alcohol factory in Montevideo and the paper mills have shut down entirely.

NORWAY'S MERCHANT MARINE

According to the Norsks Veritas Ship Register for 1920, the Norwegian mercantile marine now consists in all of 1,854 ships of 100 tons, with a total tonnage of 2,369,426. Of this total there are 1,700 motor and steam vessels of 2,170,819 gross tons. There are 125 whaling and fishing vessels with a total of 73,294 tons. In 1920 there was a net increase of about 123 vessels and 380,000 tons.

After all, the "labor question" is but an arithmetical question. Unfortunately, however, we still lack agreement upon the formula by which to solve it.

The man who cites compulsory arbitration as a remedy for strikes might with equal propriety cite the balloon as a contradiction of the laws of gravity.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., May 9, 1921.
Regular weekly meeting came to order at 7 p. m., J. Vance Thompson presiding. Secretary reported shipping dull.

ED ROSENBERG,
Secretary

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.
This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED ROSENBERG,
Secretary

Vancouver, B. C., May 2, 1921.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, May 2, 1921.
Shipping dull; prospects medium.
K. E. LEHTO, Agent pro tem.
2016 North 30th Street. Phone Main 808.

Seattle Agency, May 2, 1921.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, May 2, 1921.
Shipping very dull; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, May 2, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, May 2, 1921.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, April 25, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., May 5, 1921.
Shipping dull.

EUGENE BURKE,
Secretary pro tem.

42 Market Street. Phone Kearny 5955.

Seattle Agency, May 5, 1921.
Shipping dull.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, April 28, 1921.
Shipping dull.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, April 28, 1921.
Shipping dull.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

Tom Crowley succeeded in securing the valued contract of towing the big log rafts of the Hammond and Benson Lumber Companies down the Coast, according to recent announcement in shipping circles. The Red Stack tugs, "Sea Lion" and "Sea Monarch," will be utilized in the work. Two rafts will be towed from Astoria to San Francisco for the Hammond company and three rafts will be towed to San Diego from the Columbia river ports. Each raft will be comprised of six million feet of logs. Towing will begin about the middle of June.

No effort will be made by the W. R. Grace Company to place the combination freight and passenger steamers "Santa Cruz" and "Colusa" in the San Francisco-South American trade until labor conditions are adjusted. Until they were replaced recently by the "Golden State" and her sister ships in the East India trade, the "Colusa" and "Santa Cruz" were operated in that run by the Pacific Mail. Since then they have been returned to their owners, the W. R. Grace Company.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

THE GENERAL SITUATION

The month of April has been an anxious period for the maritime interests of the United States and incidentally for the whole maritime world.

Four years ago the military world was craning its neck in tense anxiety to see what the United States intended to do to end the war. Today the maritime world is listening with almost equal anxiety for the outcome of the controversy between the American shipowners and organized seamen.

America is now the leading maritime nation, not because she owns the most tonnage or exports and imports the most merchandise, but because she has liberated her seamen from their ancient condition of serfdom and involuntary servitude.

Formerly the foreign wage scales set the standard of pay for American maritime slavery, except in the coastwise trade.

American and foreign laws were identical insofar as they related to seamen.

In consequence, practically all American over-sea commerce was carried in foreign bottoms, American seamen became extinct and the American flag was a forgotten and unknown emblem in the far-flung ports of the seven seas.

Our Marine Leadership

Now that America has reassumed the maritime leadership, her own nationals are returning to their long neglected sea service and her flag is again unfurled triumphant throughout the maritime world. It is necessary as a free republic to maintain our advanced position as the most forward nation. Foreign shipowners are, therefore, waiting in tense expectancy the result of the industrial struggle.

When the wage scales agreed upon, or disagreed upon between the American Shipowners Association, the United States Shipping Board and the International Seamen's Union of America have been made public the foreign shipowners will know precisely how to act.

If the American seamen can be forced, or persuaded into acceptance of a 25 per cent reduction in wages, the British and Scandinavian shipowners will endeavor to meet it with a lower reduction, which a multitude of famishing coolies will help them enforce.

Wage Cuts Won't Aid

As we have heretofore pointed out repeatedly in THE JOURNAL, it is futile for American shipowners to hope to offset foreign competition by the reduction process.

In lowering wages and living standards Asiatic competitors can beat us to the bare bone and then take the bone away from us. It is too early yet to predict the final outcome of the controversy. At this writing both sides are at loggerheads with the odds in favor of the seamen.

The present struggle is the most impressive on record because it is international in ultimate significance. Both the great sea coast maritime districts and each department of our united crafts are fully awake to the importance of their actions.

Counter Proposals

The shipowners have proposed a general, all around reduction of 25 to 35 per cent in wages to all seamen, elimination of overtime pay, reduction of maintenance allowances, and emasculation of all the principal terms of the existing working rules. The organized seamen, however, have submitted counter proposals relating to the enforcement of sections 13, 14 and 2 of the La Follette Law, the abolition of the superfluous Sea Service Bureau, and other conditions, refusing to discuss wage problems until these subjects have been fairly considered and disposed of by the Shipping Board and American Shipowners' Association.

In reply to these proposals the shipowners vaguely refer the seamen to the Department of Commerce for the enforcement of the law, and to the Shipping Board for the abolition of the Sea Service Bureau.

In seeking to effect an agreement with the Seamen's Unions, which must necessarily effect the wages, living and working conditions of all seamen in equal ratio, the shipowners refuse to recognize the Seamen's Union as a factor in the fight for Americanization of the merchant marine. They refuse to concede preference to American seamen with whom they are dealing on practical partnership lines insofar as operations are concerned, and while complaining of inefficiency among casual send-offs recruited from the Sea Service Bureau and irresponsible sources, they refuse to concede to the Seamen's Unions the right to promote efficiency by excluding from membership and from the service unqualified and incompetent men. That they are seeking to internationalize, rather than Americanize, our own merchant marine is too palpably obvious to invoke contention.

For six years, and more they have stupidly and steadfastly violated and evaded the maritime laws of the United States to further the interests of foreign trade rivals, and international trade bandits; during the same period they have ignored the constant streams of low class and coolie labor being dumped on our shores as "seamen" by foreign ships. They complain bitterly of low wages and cheap labor on foreign ships, while still refusing to invoke legal provisions enacted to obviate such conditions. They inveigh loudly against Chinese labor and cheap foreign labor in general employed on foreign ships while encouraging and promoting the same classes of labor on their own ships, often to the complete exclusion of American seamen.

In short it appears to us that the American shipowners are seeking to pool their interests with foreign shipowners. Their object seems to be to combine with foreign shipping concerns on an international basis, standardize wages on a minimum based on the lowest foreign level and a maximum based on luck, and then let the flag fly where it will.

JAMES H. WILLIAMS.

AN AMERICAN'S VIEWS

At the present time organized labor the world over is facing a crisis, the employers are trying to force an open-shop in order that they will be in a position to dictate terms to employes. Of course this is not the first time that the labor movement has been subjected to aggressions of arrogant employers.

Every idea conceivable is being put into operation to weaken our ranks, and organize one class of workers against another.

One method used against us is the one hundred per cent "American plan," and the reason for that is to try and split our forces in this way. Poison the American's mind against the foreigner, so as they (the corporations) will be in a position to use one force to oppose the other in strikes. To point out the inconsistency of this so-called American idea, the very people that are putting it forward are the largest employers of foreigners.

The contention that the working man got his, and now it is our day (the employers) seems to go well.

They may talk about big wages during the war for democracy, but I fail to see where it has made any one rich that I know of, it has made the **rich, richer** and the **poor, poorer.**

The employers frequently point to the homes that a few of the workers have ownership of, but they never tell you that he was forced to buy a home or he would have had no place to maintain his family, and that work is so scarce that he (the worker) is going to be evicted from the home, that he was compelled to purchase, as he will not have the money to meet his payments due to unemployment, and the real estate owner is wealthier than heretofore.

One more method used against you is largely due to your own fault, and that is piece work, and the bonus system. During the war the corporations were calling for more production, more production. And the workingman heeded that call and produced. He is at the present time paying dear for it.

When the bonus system was put into operation the worker accomplished—we will say as an example—an additional half day's work more than previous to its being in force, as he thought he was assisting the boys that were in the trenches. But was the manufacturer thinking of that? No, he was experimenting and testing the ability of you and me.

What is the result? Today the bonus system has been eliminated practically and we are doing a half day's work in addition to our own day's work, without the bonus, and the employer is still considering further reductions of wages. The struggle has reached the point where greedy corporations have decided to starve you out. The steel trust have gone on record as refusing to supply any contractor with steel that employs union labor. Is not that an arbitrary stand to take? Well,

where does the Americanism come in there?

Another example of Americanism: The steamship owners desire to have the observance of Washington's birthday or Lincoln's birthday eliminated. Patriotism stops with the employers when it comes to the question of having to pay for deceased patriots' birthdays.

Before the birth of the American Federation of Labor, there was in existence an organization termed the Knights of Labor and its method of combating the unfair employer was, in time of strikes, that all classes of labor working in a particular industry, was to call all branches of said industry out on strike. Well, that system was not satisfactory to the employer, and when the destruction of the Knights of Labor was accomplished, the American Federation of Labor's birth was inaugurated. The employer saw his opportunity and advocated agreements with employes. Why was he so anxious for agreements? To protect his interests. In this way he would sign an agreement with all branches of a trade, but each separate branch agreement expired at a different date. By this system the employer would have a strike in one branch of the trade, while all other branches were working as bound by agreements.

This naturally had a tendency to separate the working forces, instead of uniting them. But as the system is about to see its end, and the system of pioneer days to be again enforced, the concern of one is the concern of all.

At the present time labor is the victim of the unfair employer, through his propaganda known as one hundred per cent Americanism, or in other words the open shop, and a certain class of men who are members of our union and who seem to be working from within for its destruction. Whether one agrees or disagrees with the International or the A. F. of L., it should be remembered that we have to deal with men as they are, not with the way we would like them to be.

While the labor movement, like any other human institution, has its faults, it is the only agency through which the workers can co-operate intelligently and effectively for their benefit.

And it seems strange that it is attacked by parties who are supposed to be deeply opposed to one another. One party, the unfair employer, says it is too radical. On the other hand, the impatient member, who is attacking it from within, says it is not radical enough.

After years of sweat, toil and self-sacrifice, the labor movement has come into existence through the efforts of noble men. It has not by any means been a mushroom growth and if any member will take the time to look into the history of the labor movement, he will find that it has taken years to develop it. It has taken years for labor to get the conditions it had been enjoying up until a few months ago.

The wages, the hours, the working rules, the Seamen's Act, and all other conditions favorable to labor were gained through long, hard effort.

Previous to the publication of this letter the steamship owner and the United States Shipping Board deliberately violated the agreement between the different branches of the sea service.

And when I say they broke that agreement I am not using idle words. In a number of ports they were shipping seamen with wages from $85 down without overtime. And on ships out of commission $75 and less a month. I contend that a ship is a ship whether it is in port or out at sea.

And a sailor is a sailor in port or at sea, and therefore entitled to the same wages and conditions so long as he is a member of the crew.

And it is poor policy, and a bad example to set for the workers when a branch of the Government will violate an agreement. Not so many moons ago that same Government sent the young and healthy manhood of the country to war and many made the supreme sacrifice while thousands of others are today hopeless cripples. They were made cripples while fighting for the same representatives that are today violating one of the most sacred traditions that the United States is founded upon. So we must remember that this great struggle has only commenced, and to combat it will require the united support and co-operation of all the members of organized labor.

Should the employer be successful in his efforts to reduce wages, as he has attempted, it means our destruction and will put us back to even a lower level than previous to the war.

We must remember that Rome was not built in a day, but it was burned down in a night. The three principle points in unionism are, education, agitation and organization. All for one, and one for all. United we stand and divided we fall.

JOSEPH H. EVELAND,
International Card No. 923,
Philadelphia Branch.

P. S.—I am an American citizen, born and raised in the United States, and my forefathers, as far back as I know, were American citizens. Therefore, I refuse to allow the corporations to poison my mind against my fellow-worker, regardless whether they are American-born or otherwise.

ECONOMICS OF CO-OPERATION

(By Percy Redfern)

The co-operative movement depends equally upon idealists and men of business. It best flourishes where both work together. If it were looked upon simply as a business it would not only cease to be a movement; it would not remain efficient even as a machine. As the democratic hope and purpose died out of it, so would slacken all its energies for the common good. For sheer money-making, and nothing but money-making, let us have capitalism. Co-operation is more than a business; it is a movement. It must travel to its land of promise, or drift back to bondage and perish.

On the other hand, co-operation cannot live by idealism alone. Even a march to a promised land must be undertaken in order. Moses would have lacked much power from God if he had not been a most efficient organizer, skilled in all knowledge of the Egyptians. Pharoah would have put up with the loss of a good many children of Israel if he could have retained Moses. Let us hold in respect that sober knowledge of men and things which equips the business man. And more than this, let us ever beware of any enthusiasm, any idealism, however magnificent, which scorns the cool sense of means and ends. No doubt, it is superb to lift our ideas like rockets, and shower hopes in golden rain; but the persistent fire in a boiler is more valuable, as a persistent light before a shrine is more poetic.

The business of co-operation is an extension of the business of the home. It is a business of mutual interest. It is a business which accumulates the capital that is power, and accumulates it for our common human good. It is an organization for hupplying ourselves, that, properly conducted, can never fail, but always will be sure because we create our own certain market. It is a business which is all the more profitable because, paradoxically, instead of profit, its aim is consumption and use. It is a jolly business, because both social and sure. And so all sorts of people find in it a guide to practical economics, a guide as cheerful as a picture-book, instead of one as dull as a grocer's price-list.

Upon its business side the co-operative movement is a college of commerce, a college whose doors stand always open, a college in which the only fee is service.

We say to the system that is called capitalism: "Under your rule, each is for himself, serving another's turn only by accident. In your world one element alone is master, the element of capital. Labor is crushed and the claims of the community are ignored. While the providence of God, the heritage of civilization, the labors of motherhood, and the life of mankind over the New World and Old are creating the wealth of the world, your system grants the mastery of the wealth only to a few. To you all the world is a mint, and all the fruits are metal, to be coined into capital and so monopolized. But in our system co-operation is our end and purpose. We get on by working more successfully together. Your thoughts are for the spur of competition, but our regard is for the horse, which is the horse of co-operation, harnessed not to the chariots of capital, but to the car of the common good. With us labor is the honored servant, and it is the lifeless thing, capital, which is the drudge for the lowest rate of pay. Organizing skill and special ability we recognize specially, as they serve our societies; but, with us, the body is always more than any one of its members, even though that member be the brain; therefore, whatever surplus arises from the common efforts of all, we divide among all in the manner which has proved itself the fairest. For with us none is the absolute master, but as each is for all so are all for each."

That species of public sympathy with the demands of strikers which flies to the other side at the first sign of a break in the peace is in effect a particularly pernicious form of hostility.

Always demand the Union Label!

WASHINGTON LETTER

(By Laurence Todd.)

Against Stacked Decks

Admiral Benson, chairman of the United States Shipping Board, is a gentle and sympathetic executioner. He thinks he is the seamen's best friend, and he will hear no argument about his own knowledge or judgment. They must surrender what they have won from the shipowners during the past twenty years, in order that they may save their organizations. But they must understand that he is totally opposed to the granting of permission to union officials to go aboard ships in port, or to watch the paying-off of crews, and he will not coerce the private shipowners into giving American citizens the preference in going to sea under the American flag. Finally, the men—for their own good—must accept a 15 per cent reduction in wages.

That is the position against which the International Seamen's Union of America, the Radio Telegraphers, and the Marine Engineers' Beneficial Association appealed to President Harding.

When Benson and the shipowners' delegates, in a long and stormy session, refused to guarantee to the men the points upon which the existence of union influence depends, and when Benson refused to permit the shipowners to discuss the questions raised by Andrew Furuseth in his final attempt to reach a compromise, Furuseth made his offer to place the whole dispute in the hands of the President of the United States for his decision. The organized seafarers of the United States pledged themselves to abide by that decision, whatever it might be. Would the shipowners accept? Would they trust the President?

But Admiral Benson took the first responsibility of rejecting this offer. He said that it was the duty of all patriotic Americans to aid the President by lightening his burdens, not to increase them. He, for one, would never submit the issue to the President. It was shirking the responsibility which belonged to the men present before him.

Loud applause from the half-hundred shipowners answered his words.

Shipowners Are Hostile

"We are not shirking any responsibility in offering to abide by the award of the President of the United States," Furuseth replied.

"We have little to lose in any event. We have never had anything, we have nothing now, and we don't honestly expect to have anything worth mentioning, for ourselves, in our lifetime. But we do want to build up the sea power of America. We believe that the President will see farther than you men have seen. I would take this course if I had to walk alone, for it is not safe for any man to violate his conscience. You have refused us the right of Americans to preference in sailing. You have refused to write into the agreement the right of our spokesmen to go aboard ships in port. You have failed to agree to the enforcement of the Seamen's Act. Now, in absolute good faith we propose an award by the President."

Thompson, for the three associations of shipowners, arose and said slowly: "On behalf of the owners here represented, I reject Mr. Furuseth's proposition."

Griffin Gives Warning

Griffin, of the Marine Cooks and Stewards, tried to win the shipowners and Admiral Benson over. He pleaded the folly of a break at this point, when all their differences might be adjusted if a little common sense were used. He declared that Benson's proposition of a flat reduction of 15 per cent had been thrown down on the table with a "take it or leave it" finality; that Benson knew nothing of the conditions of merchant seamen, and had heard not a word of their side of the case before drafting his ultimatum.

"If, on the other hand," he concluded, "you wish to go on boldly and attempt to destroy our organizations, why not openly say so, and be done with it? You will find, if you try it, that you will lose money, every one of you, by the attempt. No fair-minded man can reject the offer of arbitration by the President. We can do no more."

A delegate of the Radio Telegraphers—they are all young men, and most of them married—reminded Benson that the radio men work twelve hours on American ships—except those American ships which run into British ports, where a three-watch system is required by British law. He pointed out that Benson proposed a wage of $105 a month for radio operators, and asked how a family could live on that amount.

Benson stood pat on the wage reduction. He refused, moreover, to permit any discussion of a three-watch clause in the agreement until the wage reduction should be accepted by the men. These matters of working rules, American preference, and the rights of union representatives to protect union men's interests, he referred to as "small details," to be taken up by committees and drafted into new rules during the month of May. The reduction in pay and allowances must take effect on May 1.

Furuseth Shows Grit

"We know what we are facing," said Furuseth, at last. "We have made our proposals, and you shipowners and the Admiral have answered them 'no,' or you have failed to make definite answer. We know that we will get only what is written into the agreement, and nothing more. You have left us nothing to talk about. Why should we continue?

"We are going out of here, because we must, and we are going to send our own committee direct to the President, to ask him to arbitrate this matter. We shall place the whole issue in his hands. If he shall refuse it, then we will have only one course left.

"We know what we are facing—the press, controlled by our enemies; public opinion, controlled by our opponents; injunctions, that the shipowners will hasten to bring against us; prison doors"—here the veteran leader of the Seamen threw wide his arms toward a blank wall behind him—"prison doors that wait to receive us.

"We know all these things, for we have experienced much in this struggle. Let me tell you that you cannot give us in prison smaller quarters than we have had aboard ship, nor make us more lonely than some of us have lived. Prisons do not frighten us at all.

"And now, good-day to you, gentlemen."

He walked out, amid the applause of the hundred delegates of the seafaring crafts, who went out after him. Admiral Benson waited a few moments and dismissed the shipowners with a few words of thanks. The conference had failed.

Responsibility Evaded

Would the President of the United States accept the responsibility of settling the dispute, or would he shoulder back the duty to Benson, and so permit the strike to take place when he might have averted it by deciding the terms upon which the shipping industry should continue? How could he refuse that opportunity to keep the ships running?

The day was to answer these questions. The President, who was understood to have selected the head of the United States Steel Corporation—foremost foe of organized seamen on the Lakes—to take control of the Shipping Board in June—could scarcely avoid responsibility for what was to take place.

Engineers Are Firm

W. S. Brown, president of the Marine Engineers' National Union, took part in the conferences of Wednesday and today, but not in the same role as Furuseth. Brown came with the instructions of his convention, and accompanied by his national board, determined to accept no reduction in wages. Benson refused to discuss any change in his own demand that the men take a reduction of 15 per cent. Brown showed that the cost of living had not been reduced to any such degree for people buying their necessaries in small amounts. He showed that the employers had presented a reclassification of engineers' wages to his organization, involving as much as 33 per cent reduction in many cases.

"We do not overlook the seriousness of our decision to reject your offer," said Brown. "If you will give us time, we are willing to submit it to a referendum of our membership, but we know they will not accept it."

Benson Is Vindictive

Benson replied that there was no reason for waiting for a referendum. He added that he would cut the wages of the masters, mates and pilots at this time, also, but for the fact that their agreement runs three more months at the old scale.

One of the striking features of the discussion on Wednesday was the eagerness of the shipowners to break off the conference when Brown first announced that his organization would not accept a 15 per cent reduction. Furuseth and Benson succeeded in putting off the break until another session should be held today. The shipowners, meeting yesterday in New York, where Darragh Delancey, adviser to Benson, was in touch with them, accepted Benson's terms. These terms did not deal with the working rules and conditions, except to provide that new rules and conditions should be later agreed upon.

From the first, the shipowners felt that the wage reduction was not all-important; what they were after was a chance to smash the union by refusing to agree to rules which would permit the union to live.

LOCKOUT FACTS STATED

(Continued from page 2)

of yourself and your organization in meeting the situation which confronts us. I am in accord with the program which has been submitted to you in the attached letter and feel sure that we can count upon your hearty co-operation in taking such steps as are necessary to keep more of our ships in operation, and more of our officers and men in the position to earn their livelihood by the practice of their profession.

Very truly yours,
(S) W. S. BENSON,
Chairman.

(Copy.)
Joint Grievance Committee for the Atlantic District of the International Seamen's Union of America.
New York, January 31, 1921.

The American Steamship Owners' Association
Whitehall Building,
17 Battery Place.
New York City, N. Y.

Gentlemen: Your favor of the 25th inst. signed by J. McCarthy, Vice-Chairman of committee on wages and working conditions on board ship, received. After giving your communication the most serious consideration, of which our Joint Grievance Committee is capable, we respectfully submit the following to you:

You are urging a revision "at the earliest practicable date, of American wages and working rules," and you do this for the following reasons:

1. "The general decline in the volume of seaborne commerce."

2. "The intensifying competition of foreign ships operated at lower costs than American ships."

We respectfully beg to submit your first reason seems to us to be of such a nature, that any alterations in wages, overtime or working rules, will not meet the emergency. We are aware that a very large percentage of the tonnage of Norway, Sweden, Italy and Great Britain are at present laid up. We, not knowing the real cause, have to accept as a cause, what seems to be the common understanding, namely, that the poverty of Europe, resulting from the war and peace, has made Europe unable to buy American products, either with gold or any other commodities, and that this has resulted in the stoppage of international commerce.

Your second reason, "intensifying competition of foreign vessels operated at lower costs than American ships," seems to us to have some merit, and we feel that under certain conditions we could induce our membership to accept a revision of existing rules and conditions.

We beg to assure you that we are deeply and earnestly concerned about the development, the profitable operation, and the permanency of an American Merchant Marine and a real sea-power for America. Feeling as we do, that in a large sense our interests are common, we shall be pleased to co-operate with you towards the ends sought, to the utmost of our ability, and in such a way as to retain under the American flag not only all the vessels, but to man them with as sufficiently large number of citizen seamen so as to make the Merchant Marine truly American.

You submit three concrete propositions. The first is immediate elimination of overtime. Second, readjustment of subsistence and room allowance; third, substantial reduction in wages to a basis which will enable American vessels to meet successfully the wage cost of our principal foreign competitors. We assume, that in making these propositions, you are thinking of them as principles which you will be willing to modify upon a closer investigation of the facts as they exist here, in Europe and in Japan. We further assume that you are willng to go into and examine all the facts, and that having thus examined the facts and come to some reasonable understanding that would be constructive and helpful to the building up of an American Merchant Marine, you would be willing to enter into an agreement for another year, based on such facts and understanding.

We beg to assure you that we have from original sources some concrete and late information dealing with wages, subsistence and overtime pay in European countries. We find that there is none of them who do not pay overtime for certain overtime work, and we find further that our own laws and our own decisions here in the United States run in the same direction. If it be your idea to revise the rules under which overtime is being paid, we shall be pleased to co-operate with you. We feel the same way about subsistence and, to some extent, about wages, but all these would have to be based upon a mutual understanding arising out of mutual good-will and mutual and co-operative work for the building up of an American Merchant Marine.

We respectfully suggest that a conference be called at the earliest possible date, to go into the whole subject-matter with a view of such revisions as can be agreed upon and as will then be made the basis for an agreement to carry us through another year.

Again assuring you of our utmost concern and our willingness and desire to co-operate with you on the propositions which we both have in view, and awaiting an early reply, we beg to remain,

Very respectfully yours,
EASTERN & GULF SAILORS' ASSOCIATION,
By PERCY J. PRYOR.
GUS. ERICSON.
MARINE FIREMEN, OILERS & WATERTENDERS' UNION,
By OSCAR CARLSON.
JAMES LYNCH.
MARINE COOKS & STEWARDS' ASSOCIATION,
By P. H. GRIFFIN.
D. E. GRANGE.

(Copy.)
Joint Grievance Committee for the Atlantic District of the International Seamen's Union of America.
New York, January 31, 1921.

Hon. William S. Benson,
Chairman, United States Shipping Board,
Washington, D. C.

Dear Sir: Your favor of the 26th inst. received, and same has been submitted to our Joint Grievance Committee, together with the letter which you mentioned in your communication. Enclosed please find copy of letter which we have this day felt it our duty to send to the American Steamship Owners' Association.

In addition to what we have said in the letter to the American Steamship Owners' Association, we respectfully beg to call your attention to the fact that as Chairman of the United States Shipping Board, you are operating about 2000 American vessels, or those vessels are at least operated under regulations insisted upon and issued by you.

Six years ago there was about 5 per cent of American citizens sailing before the mast, in American vessels. The latest census taken, in the only way it could be taken, indicates that 51 per cent are native Americans. We have no means of accurately ascertaining the number of naturalized Americans, but we do know that there is a considerable number of them.

Six years ago, the wages of foreign vessels sailing in competition with American vessels, was in some instances so great, that competition was impossible, and American vessels went under foreign flags.

The changing of the law—of the status—and of general conditions, has brought this large number of native Americans to sea. They are now leaving. We don't know what they are saying when they arrive back home. They are leaving because of lack of work—the disposition of a large number of American shipowners to employ foreigners in preference to Americans, and further because of the strong rumor that wages are to be cut and existing conditions destroyed.

As stated in the letter to the American Steamship Owners' Association, we stand ready—eagerly ready to co-operate for the upbuilding of a real American Merchant Marine and of a real sea-power for America. We hoped and still hope to have the co-operation of the shipowners. We felt sure, and we still feel sure, that we shall be permited to co-operate with you and the American Government, even though we should not be permitted to co-operate with the American shipowners.

The number of vessels which the Shipping Board controls, will determine the wages and conditions for other ships, if the Shipping Board shall so desire. We beg to remind you that the shipowners and seamen of Europe, and it may include Japan, are now meeting at Brussels, Belgium, in an endeavor to arbitrate the hours of labor in maritime commerce and to come to an understanding about such other things as may be possible, and we do not feel that they are seriously considering the interests of the American Merchant Marine. We feel that in the coming year or two, perhaps three, it will take all the co-operation, good-will and strength of all the different factors constituting the American Merchant Marine to defend the interests of the growing Merchant Marine and sea-power of the United States.

In the earnest hope and expectation that such co-operation may be arranged for, and that such meeting will be called for that purpose and that such meeting will be successful, we beg to remain,

Most respectfully yours,
EASTERN & GULF SAILORS' ASSOCIATION,
By PERCY J. PRYOR.
GUS. ERICSON.
MARINE FIREMEN, OILERS & WATERTENDERS' UNION,
By OSCAR CARLSON.
JAMES LYNCH.
MARINE COOKS & STEWARDS' ASSOCIATION.
By H. P. GRIFFIN.
D. E. GRANGE.

The labor movement should be guarded against the growth that results in repletion. Strength and vitality depend upon preserving a mean between the weakness of small, and the lethargy of large, bodies.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
HOBOKEN, N. J.....316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
NEW HAVEN, Conn.....13½ Collis Street

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SEATTLE, Wash.....Room 203, Grand Trunk Dock
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SAN PEDRO, Cal.....P. O. Box 54

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ASTORIA, Ore.....P. O. Box 138

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PRINCE RUPERT (B. C.), Canada.....P. O. Box 1675
KETCHIKAN, Alaska.....P. O. Box 201

UNITED FISHERMEN OF THE PACIFIC
ASTORIA, Ore.....P. O. Box 138

FERRYBOATMEN'S UNION
C. W. DEAL, Secretary
SAN FRANCISCO, Cal.....166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal.....Labor Temple

BRITISH COLUMBIA STEWARDS' UNION
FRED WALSH, Secretary
VANCOUVER, B. C.....311 Hastings Street, West
Room 2. Phone Seymour 3976

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Deck Street, Bellingham, Washington

Labor News

The State Board of Control has announced that the State printing office has gone on a forty-four-hour week basis.

In answer to a demand for reduction in wages, representatives of the Glass Bottle Blowers' Association of the United States and Canada have requested an increase.

Salmon fishermen in the Astoria district of the Columbia river struck last week when the canners refused to pay more than 9 cents per pound for Chinook salmon.

Samuel Gompers compiled a report of legislation affecting Organized Labor, which he submitted to the executive council of the American Federation of Labor at Cincinnati, May 5.

Mines of the Tonopah and Divide districts of Nevada are closed down by a strike of the miners against another 75-cent per day cut in wages. There are slight prospects for recovery of these camps.

An insurance policy of $1,000,000 against loss caused by strikes or other damage to buildings being erected by its members has been taken out with a local insurance agency by the Cleveland Building Trades Employers' Association.

Press feeders and assistants, members of the Philadelphia Press Feeders and Assistants' Union No. 11, are on strike to enforce a demand for a forty-four-hour week. Their officials estimate between six hundred and seven hundred men are out.

Two of Chicago's three May Day strikes have been settled. Livestock Handlers returned to work, after submitting differences to an arbiter. Union Printers returned to work. Their demand for a forty-four-hour week was granted, but they must accept a $4.35 a week wage reduction.

"There is no justification for the 20 per cent reduction in the wages of the employes of the steel trust," Frank Morrison, secretary of the American Federation of Labor, declared in a statement commenting on the announcement by the United States Steel Corporation of a cut in wages effective May 16.

During the month of April 166 labor camps, housing 4003 people, were inspected in California by agents of the Commission of Immigration and Housing. Fifty-four camps were found good, eighty-two fair and thirty in bad condition, according to Edward A. Brown, director of camp sanitation for the commission.

The Central Labor Council of Honolulu has conducted a vigorous campaign against a bill known as Senate Bill 111. The declared purpose of the measure, according to its proponents, is curtailment of the Japanese press of the Territory. However, certain un-American provisions of the intended legislation are too dangerous for the workers to willingly accept.

The "Lanny Dutard," last of the big fishing vessels, has left Seattle, Wash., for the Bering sea for the season's fishing off the banks. Full union crews have been signed on the "Dutard" and other codfishers from the Deep Sea Fishermen's Union. Most of the union's membership is now out at sea and meetings will be suspended until September, when the rest of the vessels are expected back.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
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Akselsen, George
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Alonso, Nicolas
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Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
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Bergstrom, Charles
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Back, Chr.
Burton, Arthur
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Budd, Percy
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Burnett, Norman
Behring, Chr.
Bozarth, F. P.

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Coleman, W.
Clark, Roland
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Christensen, Hans
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Carlsen, Erick

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Donovan, Jerry
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Davis, Harold
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Delzell, W. W.
Danil, E. R.

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Kjerdalen, Ole
Kristoffersen, H. O.
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Petersen, Louis
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Anderson, John C.
Anderson, Gus.
Bradsberry, Geo.
Balm, August
Barton, M.
Caitane, Jose
Douglas, W. Sid.
Fosterwall Kasper
Gunther, R.
Hansen, Adolph
Hanson, Oscar
Hederstrom, Garvid
Johannesen, Alf.
Jansson, John
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Parker, Arthur L.
Rahman, Geo.
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Randle, C. W.
Robinson, G. H.
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Saro, W. R.
Smith, Emil
Smith, C. Johan
Tousfeld, John
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Waketen A
Westerberg, Carl

Honolulu Letter List.

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Hanson, N. M
Lundgren, Karl
McDonald, Tracey
McGowan, John
Monahan, Wm.
Mietennen, John
Nicholsen, C. T.
O'Brien, James
Osman, Y. B.
Patten, Bill
Sorentino, Joe
Solberg, B. P.
Xavers, Francis

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1st and Commercial Sts., Raymond, Wash.

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"Niels and Charlie"
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Home of the Union-Made Co-operative Shoe.
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on the Water Front.

INFORMATION WANTED.

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Alfredsen, Alf.
Albertson, John
Aborn, J. M.
Anderson, G. B.
Andersen. J. N.
Anderson, Oscar
Allison, Benjamin
Anderson, Charlie
Adrian, Paul -2462
Admas, Hugo
Aspe, Theodor
Anderson, Oscar -604
Anderson, Gunnar
Anderson, Harry B.
Alto, John -1349
Arakesen, Asak
Ahrenstedt, Arthur

Bersin, Jacob
Belmont, Joe
Brunyee, Charles
Bush, P.
Bock, Herman
Bridges, H. R.
Bremer, Alfred
Bono, Victor
Bordreaux, E. T.
Behrend, Fred C.

Carroll, Kenneth
Coffey, George E.
Cooper, Albert
Carlson, Dick
Carr, Robert R.
Clementsen, Alfred
Cameron, Mr.
Carlson, C. -681
Carlson, Charley
Cristen, John
Crawford, Thomas
Cormie, William
Carr, R. W.
Cordeau, Thomas S.

Dealy, Daniel
Deaver, Alvin
Desmond, Albin
Devin, J.
Daunt, C.

Eliassen, George
Edtie, George
Evans, John
Eskola, H.
Fish,Ralph
Feeley, Donald
Fugman, Arthur
Forsberg, Alfred
Fickle, Omar
Fritz, Ottmar
Folvik, Louis

Goldyn, H. W.
Gotz, Rudolf
Gunnerud, Thorvoid
Gustafson, Carl
Gustafson, Johan
Gregersen, Krist

Hannelius, Ragnar
Haggeros, Sam
Harnick, Julius
Hansen, Thorolf
Hagberg, Norman
Horner, Ambrose
Hasko, A.
Hickey, John
Hellman, Max
Hansen, Frank
Hurley, Michael
Heino, A.
Hoelland, Johnny
Hall, Robert E.
Horton, Geo. A.
Heiari, August
Hernandez, Natalia

Jeffress, Eddie
Johnsson, P. A.
Johnsson, Pete
Johansson, Albert
Johansen, Anton
Jones, Arne M.
Janson, Jack R.
Johnsen, George
Jorgensen, Knud
Johson, Oscar
Jahnke, Richard
Jacobsen, J.
Jorgensen, J.
Johnson, F. K.
Johnson, P. -2313
Johnson, Tom
Jones, Al.
Jones, Alfred
Juniper, F. P.
Jensen, Paul
Johansen, Carl
Jakkala, Maths
Jasper, Frank M.
Johansen, J. -1432
Johnsen, James
Johnsen, Gunnar
Jensen, Marius
Jensen, Jorgen E.
Johnson, W. A.
Johansen, John E.
Jonassen Johannes
Johansen, J. E.
Johnsen, C. A.
Johnston, Leslie
Jorgensen, Jens Geo.
Jensen, Kristian
Johnson, Albert

Koff, Mike
Kelly, W. J.
Kramer, Otto
Kohler, Arthur
Karjam, John
Kosser, G.
Kloe, A. E.
Kluge, Fritz
Kaskin, Ed.
Karlson, William
Knudsen, Andrew
Karlson, John
Kallio, Franz

Larsson, Carl S.
Lovgn, C.
Lind, C.
Lindquist, Emil
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Larsen, Olaf J.
Lee, James
Lehan, C.
Lill, Karl
Lodersen, John
Lawrence, Bruno
Larson, C. L.
Levy, Louis
Losher, Josef
Larsson, Karl S.
Loeff, H. Van Der
Lobelos, Jose
Lindholm, Charles

Miller or Meuse
Mazzoni, William
Moritz, W.
Mullins, John
Murishneck, Walter
Martinson, I. L.
McCard, Albert
McMullen, Dan
McGhee, E. J.
Nilsen, Hans
Nelson, Ernest C.
Nordberg, Hilding
Nelson, C. A.
Nelson, Karl M.
Neville, Thomas
Nelson, Charlie
Nystrom, Uno

Olsen, Edward
Ossante, Anthony
Olsen, Ole P.
Olsson, Otto
Olsen, Kristian
Olson, Olaf V.
Odom, Jackson
Olofson, Oskar
Olsen, Harold
Ovist, John
Olsson, Otto
Oberg, Mauritz

Portham, Matt
Paldan, Ed.
Petterson, C. V.
Pastorillan, H. K. M.
Pedersen, Lars
Peterson, Oscar E. -1558
Pahis, Jim
Potters, Bill B.

Rod, S.
Rosenthal, W.
Runge, Robert
Rand, Jacob
Roberts, J. W.
Rengsdorf, W.
Ruunska, Henry
Rokow, Steve
Reinbury, J. E. Jr.

Swenson, Ben
Svendsen, Geo. E.
Sager, W.
Sorensen, Edwin
Schierenbeck, K.
Siksna, Julius
Selzer, Max
Stahl, Oscar V.
Swanson, Eric K.
Sunde, O.
Stuhr, Olaf
Saunders, Jack
Soinila, Arvid
Spencer, Oswald
Sandberg, N. A.
Sether, S. J.
Sundquist, Walter
Shelenz, Chas.
Stoll, Ralph
Schmidt, H. T. L.
Stenroos, A. W.
Saland, Hans
Smith, Edward D.
Strasdin, Hans
Strahle, Charlie
Sakariasen, B.

Thornlund, John
Tosh, James M.
Thompson, Benj.
Turning, Einar
Tvede, Nick
Tanum, Helge
Tinsman, F. T.
Thompson, Maurice
Thompson, M.
Thomas, Harry B.

Vizcarra, Oscar

Wolde, John
Ward, Stephen
Wilhelm, Eduard
Winkelman, Otto
Wilhelmson, Karl
Wilson, John
Wright, Tom
Wennerquist, Anton
Wilson, Edw.
Wolden, Paul
Wright,Charlie
Ward, Wallace
Worthington, Asa

Yeoman, W. E.
Young, Carl
Young, William E.

Zimera, George
Zimmerman, Fritz
Zetbury, Harold
Zunderer, Theo.

Registered Mail

Halerup, Axel Johansen
Allison, Benjamin
Anderson, G.
Pinnington, H. D.
Zilla, Joseph

Packages

Costley, F. L.
Campbell, J. R.
Offerdal, Ing
Henum, Christ
Portham, Matt
Hansen, Oscar -2171

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in an emergency—not with guns to protect your country, but with personal resources to protect your dependents?

The man or woman who saves a few dollars each pay-day builds a wall against misfortune. INVEST YOUR SAVINGS IN TREASURY SAVINGS SECURITIES.

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$ 5	War Savings Stamps	$ 4.16
$ 25	Treasury Savings Certificates	$ 20.80
$ 100	Treasury Savings Cetrificates	$ 83.20
$1000	Treasury Savings Certificates	$832.00

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Government Loan Organization
Second Federal Reserve District
120 Broadway, New York

INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic." S. B. Axtell, 9 State St., N. Y. 3-29-21

Any one knowing the whereabouts of Axel Wilhelm Johnson, age 29, last heard of in New York, June, 1917. Kindly communicate with his sister, Mrs. Ida Larson, 3485 Sixteenth street, San Francisco, Calif. 5-4-21.

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

John Wallin is anxious to ascertain the whereabouts of Harold A. Lincoln and J. Peed, whom were with him on the Bark "Moshulu," at Melbourne, Australia. Kindly communicate or report at your earliest opportunity with his attorney at 676 Mills Building, San Francisco, Cal. 4-6-21

Anyone knowing the whereabouts of Robert J. Philpott will please notify his mother, Mrs. Philpott at 547 East Julian Street, Savannah, Ga. Philpott's father has died, and his mother is anxious to have him return. 4-20-21

Domestic and Naval

The Norwegian steamship "Camilla Gilbert," carrying 7195 tons of coal, has cleared Baltimore for Odessa, the first ship to sail for Russia since Soviet Government took control. The vessel was loaded by the Terminal Shipping Company.

Postoffice employes who handle mail pouches, drivers of mail trucks and all mail clerks will carry arms to prevent robbery of the mails, according to instructions received by Postmaster Charles Fay at San Francisco.

Notwithstanding the drive for relief of famine-stricken China, in California several owners of big rice fields are reported to have set their fields afire. They declare the present price of rice does not justify the expense of harvesting the crop.

The Italian steamship "Monte San Michele," which left New York February 2 last with a cargo of grain for Genoa, has been given up for lost and added to the list of "missing ships" posted by Lloyds. The vessel carried a crew of forty-five men.

Military and naval aviators have joined with the cruiser "Baltimore" and fifteen destroyers in the search for the fleet tug "Conestoga," last reported on April 8, battling with a gale some five hundred miles from Honolulu, according to word received here today. It was reported that the plans had covered an area of several hundred miles without finding the missing tug or its tow, a barge. Naval officers reiterated their belief that the "Conestoga" had foundered with its crew of thirty officers and men.

At Hartford, Conn., on April 28, the right of "free speech" was upheld by the Connecticut Supreme Court in the case of McAlister Coleman of New York, charged with using a public square in Meriden for delivery of an oration without first getting a permit from the police. In the Court of Common Pleas in New Haven, Coleman was fined $25 and appealed. The Supreme Court held that the overwhelming weight of authorities is that the statutes and ordinances purporting to give officials absolute control of permission to speak are unconstitutional. The court holds that the ordinance in question violates the bill of rights and the Fourteenth Amendment to the United States Constitution.

Plans are now being worked out by D. W. Dickie, marine architect, to perfect a system whereby the control of a ferryboat will be entirely in the hands of the navigator. Specifications for the proposed system will be tried out on the two steamers to be built for the Golden Gate Ferry Company, which will operate in the automobile service from San Francisco to Sausalito. Captain John T. Leale, formerly with the United States Shipping Board and before that in command of ferryboats for the Southern Pacific, after inspecting Dickie's plan, said that there was no reason why the plan would not be a success. It is Dickie's idea to have levers running into the pilot house connect with the engines of the vessel. Inauguration of the plan will give the captain of a ferryboat the same control over his vessel as a motorman of a streetcar has. If successful, it will be the first time in the world that vessels are so equipped.

Domestic and Naval

The U. S. Post Office Department has announced the resumption of a limited mail service with Russia.

The destroyer tender "Dobbin" has been launched at the Philadelphia Navy Yard. The vessel was named in honor of James H. Dobbin, Secretary of the Navy under President Pierce. The "Dobbin" is a ship of ten thousand tons, designed after a survey of the effect of German torpedoes.

Owing to the exodus of Japanese, labor shortage in the Hawaiian Islands has become so serious that the Hawaiian Legislature has authorized the appointment of a commission to go to Washington for the purpose of urging that the ban on Chinese labor be temporarily lifted.

The auixiliary-powered schooner "Venus," a small craft of a few hundred tons on the mail route between Seward and western Alaska, is making her schedule in more satisfactory manner now, according to advices from Seward. Complaints had been received that the little boat had been unable to keep up a monthly schedule to the Aleutian Islands. On her next trip she will deliver mail to Naknek and Nushagak canneries.

During a recent night battle practice off the Coronado Islands, superb shooting featured the short-range practice of the flagship "Charleston," according to results made public. No. 10 six-inch gun scored seven hits in seven shots in forty-eight seconds, and No. 3 three-inch gun duplicated the perfect score by making eight bullseyes with eight shots in seventy-one seconds, at a maximum range of two thousand yards.

Definite warnings have been issued by Lieutenant Commander McCaughey of the U. S. Naval compass control stations along the Pacific Coast, to owners and operators of all steamers, advising them that the eight hundred meter wave lengths were absolutely necessary in the securing of positions off the Coast in thick weather. Many of the steamers are now calling for positions with the six hundred meter wave length, upon which there is too much interference.

Five more mine sweepers and destroyers are to be detached from the force at San Diego and sent to Hawaiian waters this fall, bringing the total number of fast mine layers, mine sweepers, submarines and tenders based at Honolulu to forty-five, the most formidable fighting fleet ever maintained in those waters. Ten new submarines, the most powerful yet constructed for the Navy, are to sail from New London, Conn., next week for Pearl Harbor via San Diego and Mare Island. Twelve destroyers, comprising the twenty-ninth and thirty-first divisions, which have been undergoing extensive repairs at the Bremerton Navy Yard, are scheduled to return to San Diego June 1. They include the "Wells," "Aulick," "Tarbell," "Gilmer," "Dolphin," "McDermutt," "Bailey," "Thornton," "Morris," "Tingey," "Swasey" and "Meade." Division No. 46, composed of destroyers recently commissioned, also is due at the Southern Base from Mare Island June 1. The units of this division include the "Coghlan," "Preston," "Lamson," "Hull" and "McDermott."

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Member of the Associated Savings Banks of San Francisco

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PARK-PRESIDIO DISTRICT BRANCH, Clement and 7th Ave.
HAIGHT STREET BRANCH, Haight and Belvedere Streets

DECEMBER 31st, 1920

Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Aalto, Henry
Adamsson, John -4144
Ahelsen, Jorgen
Allen, James O.
Allias, W.
Albrecht, Harry T.
Altonen, Carl
Ames, M. M.
Andersen, Adolf
Andreassen, H. -1477
Antonsen, Marius
Anderson, E. P.
Andersen, Henry -1526
Andersen, Jorgen
Anderson, Edvin
Anderson, G. Alexius
Anderson, Julius
Anderson, Theodor
Andersson, Hilding
Andersen, W. E. M.
Anderson, Joseph
Anderson, Nels F.
Anderson, O. A. -604
Anderson, K. O. H.
Arthur, S.
Arameda.. Peter
Aso, Gustav
Austin, Ed.

Baggs, H. L.
Baker, B. A.
Baranowsky, Z. S.
Bauer, Andrew
Bennetts, C. A.
Bengtson, Oscar
Bergman, G. A.
Berthelsen, Chas.
Best, D.
Bettis, F. J.
Blixt, Gustav
Bliss, L. N.
Boman, John
Boyce, Robert
Bothe, Otto
Brown, W. L.
Braithwaite, E.
Brand, Gustav
Bradley, Hubert
Bradshaw, Frank
Bresnahan, Jerm.
Britwin, D.
Burggraff, Albert
Burke, Andrew
Byrne, Michael

Carlson, Conrad
Carlson, Chas. F.
Carlson, Julius
Carlson, A. -1646
Carlson, C. D.
Carlson, Carl Edvin
Carlson, G. -776
Carlson, Julius
Christansen, L. P.
Clippe, Eric
Christensen, Niels
Clee,
Christian, Jim
Christensen, C. D.
Clark, Fred W.
Clark, Lawrence J.
Clarke, Mathew
Cotter, George
Connors, Georg H.
Cobb, R. H.
Correro, Tom R.
Cumalat, J. H.
Cuthbert, W. H.
Czarnetzki, Fritz A.

Dahlgren, W. A.
Daly, Arthur M.
Danielson, Harry
Danberg, Harry van
Dent, Joseph
Petersen, John
Petersen, John de
Dobbelaar, A.
Dorsey, F. S.
Dunham, Matt
Dumas, C.
Dunlop, Georg

Eriksen, Earl H.
Ericksen, Alfred
Eriksen, Sven
Espland, Fred
Ettrup, Jens
Evensen, Andrew
Eversen, Peter
Even, Frank

Fagerberg, Ivan
Fagerlie, Odell
Faizan, Alfreda
Fingerling, Edward
Fitthal, Fred
Field, J. T.
Fitzgerald, Richard
Fjellman, Geo.
Forss, E. G.
Foster, Clarence
Fostervold, Kaspar
Fousse, F. J.
Fredricksen, Otto
Fransson, C. E.
Franson, A. E.
Frizzell, R. L.
Fuller, Everett E.
Fulmer, W. A.

Gainey, Wm. J.
Gallagher, John
Goodman, G.
Gorman, Andrew
Graham, Ray J.
Granberg, John
Green, Herbert
Gregory, Mont N.
Gronblom, John
Grienne, F.
Gulfelt, A. F.
Gundersen, Tybrig
Gavrivlow, Theo.

Halstedt, L.
Handrup, Axel
Hansen, O. -2099
Harbst, John D.
Harvey, Earl S.
Hawkins, Edward
Hall, R. E.
Hanson, James
Harris, Thos. L.
Hawkins, Fred
Hallett, L. B.
Hansen, Oskar
Hellsten, G. -2168
Henniques, L. O.
Hennum, Ludvik
Herlitz, Ivar
Hetland, Halvor
Henning, August
Higgins, Daniel
Hinton, Henry
Holmes, Wm.
Holmstrom, Fritz
Holtkamp, C.
Holm, Frank
Houghton, Wm.
Hubertz, Emil
Hughes, Arthur
Hurtta, Toivo
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Johnsson, E. -2532
Jacobsen, Julius

Karlson, William
Kelly, P. J.
Keuth, M. E.
Kruse, Karl
Klees, Heinrich

Lessman, Wm.
Lallus, C. B.
Lee, Alexander
Leedtmann, Jacob
Lubek, J.
Lee, Arthur A.
Lee, Mike
Larsen, H. J. -2280
Lindblom, John
Lee, Wm.
Lindstrom, A. W.
Lorenz, A.
Larsson, Jean
Loveland, Harry

Lounge, G. E.
Lonberg, Gustav
Lovet, Jean
Lund, Wm. J.
Lundberg, K. K.
Lundqvist, Frank E.
Ludvigsen, Arne

MacDonald, J. W.
Maki, William
Malmberg, Elis
MacLeod, N. A.
Mattos, M. D.
McLean, D.
Mikkelsen, Olaf
Monsen, Birger
Monsen, Nicolay
Monroe, A. J.
Murphy, M. E.
Mustak, J.
Meulendike, George
Meyer, Geo. J. F.
Michelsen, Bjarne
Mitchell, Alexander
Mittel, Olav
Molander, Hj.
Moller, F. A.
Moritz, W.
Moseley, T. E.
Morgan, R.

Naupa, Clarence
Newton, A. B.
Nicholson, C. R.
Nilsen, Nils E. -609
Nilsson, Edward
Nixon, L. A.
Niejahr, Oscar
Nielsen, S. -1632
Nielsen, Steffen
Nielsen, H. P. R.
Nordlie, Christ
Nord, Chas.
Nolan, James
Norland, Andrew J.
Nuter, Alec

Oad, John
Oberg, Einar
Oftedal, Casper
Ogren, Victor
O'Keefe, James
Olin, Emil
Olsen, O. -1329
Olsen, Ole J. -1020
Olsson, A. W. -1256
Olsson, C. G. -1101
Olavsen, Otto B.
Olson, James
Osman, John
Osborne, Elfred
Osterlund, Albert
Overgard, P.
Overwick, Thos.

Palmer, Raymond
Payton, Alex
Pessolano, O. E.
Peterson, Jaan
Peterson, Arthur F.
Petterson, G. -2264
Pedersen, Eysten
Petterson, K. -1695
Petersen, Hilmar A.
Philpott, R. J.
Pippione, Joseph
Pollack, Gabriel
Powell, J. E. S.

Porthan, Matt T.
Prastergaard, W.
Prebenson, Nicolai
Punis, Tony

Raasu, Matti
Ranes, Herman
Rasmussen, Hans
Rasmussen, T. H.
Raymond, Louis
Reichardt, Sidney
Reddy, Raymond
Reiersen, Johan
Ringdal, Karl
Risu, Eino
Riesbeck, Hj.
Rodman, Bernard
Rosenberg, Hj.
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Scanlon, David P.
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Solberg, Rolf
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Stall, Ralph
Steele, Henry D.
Stier, Herman
Stranberg, Elof
Strom, O. H. -2680
Sund, Alex

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Tallaksen, Arthur
Takkunen, H. E.
Thomas, Andrew
Thomas, Nelson
Thomsen, Thos. Ch.
Thomsen, Ebbe P.
Thode, Rudolph
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Thomas, John
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Torrin, N.
Torwick, H. S.
Tucker, Harold
Tunnell, Albert

Vallianos, Spiros
Van Order, Louis
Vilen, Isak V.
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Walkanen, Weda
Walker, K. Frank
Wattel, P.
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Watts, W. J.
West, Curtis
Weltevertc, John
Werner, C. J.
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Rohman, Georg
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INFORMATION WANTED

The United States offered three-fourths of one month's wages to each man in the cases of "Cockaponsett" and "West Inskip." As we considered the offers too small, we started two actions and the Court awarded two months' wages to each man in both cases. The United States Attorney General has since asked for settlement of the case and, I informed him that it could not be settled for less than the fair amount awarded by the Court, entered appeal on same. There is no reason for going back of the Court's decision, and I feel certain the amounts will not be reduced on appeals. We propose to fight it out, if for no other reason than to establish a precedent as to future amounts in Shipping Board cases. H. W. Hutton. 4-11-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I.

4-27-21

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News from Abroad

Warsaw reports that Polish authorities have confiscated $5,000,000 counterfeit American bills in Lemberg.

Two persons were killed and thirty wounded at Boyen when Fascisti invaded a Tyrolean fair at that place.

At Melfi, Italy, an attempt has been made to assassinate former Premier Nitti of Italy. Three shots were fired at the automobile in which he was supposed to be riding.

The American steamer "West Arrow" arrived at Bremen last week with 718 cows and 70 calves, given to Germany by farmers in North Dakota, South Dakota, Iowa and Wisconsin. This was the second cargo of cows carried to this port by the "West Arrow."

Four persons were killed and twenty-four wounded in a riot at Gualeguaychu, a city in Northeastern Argentine, on May Day. This was the only serious disorder in this country during the day, and occurred when a parade of workers clashed with one formed by the local chapter of the Argentine Patriotic League (100 per cent's). Later the workers in Gualeguaychu declared a general strike.

Serious outbreaks have occurred between Albanians and Greeks at Soritia, a city on the border between Greek Macedonia and Albania. The melee was a result of the attack on the Greek Orthodox Church by Albanian officers and soldiers, who are alleged to have demanded that the service be conducted in the Albanian language. In the confusion the Greek Bishop disappeared and his fate is unknown.

The Harrison Line steamer "Ingoma," on fire, dashed into Falmouth, England, last week, after a race of one hundred miles, to save the lives of her eighty-eight passengers and crew. The "Ingoma" was bound from London for the West Indies. The fire was discovered off Falmouth, while the passengers were asleep. The captain of the vessel kept them in ignorance of their danger, and, having prepared the boats for launching, made for Falmouth under full steam.

Greece and the Sultan's government have been notified by the allied high commission that the neutrality of Constantinople and of the Straits must be observed. The Greeks also were informed that they must not attempt to exercise the right of search or the control of any allied merchant vessels. These steps were taken in order that recurrence of incidents similar to the search of a Japanese vessel recently might be prevented.

C. V. Lomonosoff of the Russian railway mission recently arrived at Riga, accompanied by Leonid Krassin, the Bolshevik minister of trade and commerce, after having placed several railway orders in Germany. Lomonosoff stated that the commission of which he is head has given orders for seven hundred locomotives in Germany and one thousand in Sweden. The first seventeen locomotives from Germany will be delivered this month and the first consignment from Sweden in September. Germany is to complete her entire order in one year, and Sweden hers in four years.

With the Wits

Louise—"Have you a speaking acquaintance with Mrs. Teller?"

Julia—"No just a listening one."—Life.

Remarked little Tommy, "Everybody in our family is some kind of an animal."

"What do you mean?" asked his mother.

"Why, mother, you're a dear, you know."

"Yes, Tommy."

"And baby is mother's little lamb, I'm the kid, sister is some chicken, and dad's the goat."—Exchange.

"I know what you would do if I were to die, Henry," said Mrs. Glipping, plaintively.

"What, my dear?" asked Glipping.

"You would go right straight and get married again."

"I would not. I'd insist on a vacation of at least six months and defy any woman to deprive me of it."—Birmingham Age-Herald.

Useless.—The fussy stenog had looked at her wrist watch a number of times one morning.

"I have a date for lunch and don't want to miss it," she explained to the office boy, when she found him watching her curiously.

"Huh!" replied that youth scornfully. "I don't need no watch to know when it's lunch-time. I got a belt, I have."—The American Legion Weekly.

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VOL. XXXIV, No. 37. SAN FRANCISCO, WEDNESDAY, MAY 18, 1921. Whole No. 1753.

ADMIRAL BENSON'S BOMBAST

U. S. Shipping Board Head Aligned With Autocratic Shipowners

Statement made by Admiral W. S. Benson, Chairman United States Shipping Board, before Labor Conference of Marine Organizations, Steamship Men and Shipping Board Representatives, at Cosmos Club Auditorium, April 27, 1921, at 10 o'clock a. m.

Gentlemen:

I have always welcomed any opportunity to meet the men upon whom the permanent success of the American Merchant Marine actually depends.

On the present occasion we find ourselves endeavoring to meet the rapidly changing economic conditions resulting from the world war. It has affected the merchant marine in many ways. The movement of ocean freight has declined to a tremendous extent and this has resulted in the tying up of many ships and in the unemployment of many men. Competition for such cargoes as are available has become extremely keen. In land industry, too, the pressure of reconstruction has brought about wide price revision in most of the items making up the family budget. A general liquidation is taking place in all directions. All of us, whatever our status or connections, must do our parts in assisting in this general liquidation without which we cannot expect a permanent return to prosperity. So far as liquidation of labor is concerned, one can hardly pick up a daily paper without finding reports of substantial reductions in wage scales in various industries. So far, no change in this direction has taken place in the marine industry. How this liquidation might be best accomplished has been the subject of discussion between the committees representing the organizations of the various marine departments and a committee representing the steamship interests.

It may help us all to get a clear picture of the situation if we review some of the conditions of the last few years. During the war the drop in the purchasing value of the dollar became so serious as to necessitate radical readjustment of wages to meet the increasing cost of living. This condition is being overcome and the value of the dollar is definitely returning toward normal. The new economic conditions and the change in living costs call for reductions in wages at least as great as the recent drop in the cost of living, which reflects the return of the dollar toward its normal value. Since 1914 wages aboard American ships have more than kept pace with wage increases in other industries. When the Government became the largest American owner of ships it participated in these wage increases, and it is now a party to the present working agreements which will expire on May 1 and August 1, respectively. You will recall that in February last the Shipping Board, with other shipowners, invited representatives of the seafarers into conference to discuss a voluntary revision of wage scales in order to meet the new economic conditions. The men made no concessions. On the other hand, the Shipping Board has insisted that under these circumstances the terms of the existing agreements be strictly observed. As a result, no change in wages have been made.

Anticipating the expiration of the present marine agreements on May 1, the Shipping Board has throughout the present negotiations sought an orderly readjustment of wages and working rules in line with present conditions. It believed, and still believes, that all concerned would meet in a spirit of simple fairness and realize the absolute necessity of readjustments for the common good. The Shipping Board does not desire arbitrary wage reductions based solely on the present industrial depression, which might except the seafarers from the preserved higher American standards of living. In making readjustments, it proposes to stress the same factor which was so largely considered in making increases—the return of the purchasing value of the dollar toward its normal value as reflected in the percentage drop in the cost of living.

I understand that the recent negotiations have not resulted in the meeting of minds that had been hoped for, and that a break has actually come between the steamship interests and the marine labor organizations. It is in the effort to clear the situation that I have thought it best to ask you gentlemen to meet this morning so that I might put before you my views as to the reasonable basis of readjustment required in the present situation and state to you the course of action which the Shipping Board finds it necessary to take under the present circumstances.

In order that I may be perfectly clear, I understand that the Marine Engineers' Beneficial Association desires to continue the present agreements, both as to wage scales and working conditions. I understand that the unlicensed personnel have presented these points on which they ask favorable assurance before they are willing to discuss wage scale and working conditions. These six points, I understand, are as follows:

(1) The abolition of the Sea Service Bureau.
(2) The enforcement of Section 13 of the Seamen's Act, especially the language clause.
(3) The enforcement of Section 14 of the Seamen's Act, covering life-saving equipment, especially on foreign ships.
(4) The enforcement of Section 2 of the Seamen's Act, covering the division of watches.
(5) Preference to be given in employment to union men, which it is contended would develop efficiency.
(6) The union to examine the men and not to admit to membership any not reasonably qualified.

Taking up first the six points above noted, I would say that the Shipping Board cannot consent to the abolition of the Sea Service Bureau, for reasons which have been expressed in recent press statements, nor can it assent as a Government institution to points five and six, involving union preference. The Shipping Board, as a Government institution, must stand for that equality in its relations to the Government which is guaranteed to every citizen by the Constitution of the United States. So far as points two, three and four are concerned, it is by opinion that any Act of Congress, until definitely repealed or modified, so long as it stands upon the Statute books, should be enforced by the department charged with such enforcement.

We now come to the point of determining what is a reasonable basis for readjusting wages and conditions in the merchant marine. I have given much thought to this matter. I want to be fair to the interests of the men and officers who are manning our ships, to the operators and owners who are running them, and to the people of the United States who look to the Shipping Board to protect their interests in the merchant marine. All of us should consider the interests of the private shipowner in foreign trade who is manfully carrying the burden of competition unassisted by the Government. I have weighed this matter carefully and long, have taken advice freely, and have come to a mature and well-considered conclusion. I might come to you with figures in excess of those which I think should really be put into effect in order that we might trade together. This would not only be impossible when you are dealing with the Government, but would also be repugnant to my sense of fairness. I will, therefore, tell you that I am convinced that the economic conditions at the present time fully warrant a reduction in marine wages. I am convinced that the amount of this reduction must be not less than 15 per cent of the present wage scales. I am convinced that the maintenance of overtime, which has been subject to such notorious abuses and which is so foreign to the spirit and customs of the sea, is improper and that it should be virtually eliminated. I am convinced that the continuation of the night deck and engineer officers is not warranted and that there should be also a substantial reduction in the subsistance allowance, and such other modifications of the working rules should be made as will make for efficiency and economy of operation.

These are my views of a reasonable adjustment of this present matter and the basis on which the Shipping Board must and will act.

These matters so vital to the success of our merchant marine should be considered and adjusted on a reasonable basis. What I have stated above represents the Shipping Board's views of what constitute a reasonable basis. The Shipping Board, as trustee of the money of the people of the United States, cannot compromise a vital principle.

It must insist upon equitable readjustment of the present wage scale and working conditions in order to efficiently operate its ships. The United States is determined to have a merchant marine, and the Shipping Board, so far as is possible, is endeavoring to have its ships American manned. I make an earnest appeal to all

of you who have the interests of our merchant marine at heart to come with me and the Shipping Board in making the above basis effective and in co-operating to secure a readjustment of these conditions in line with those of other American industries.

Among the organizations represented at the Marine Labor Conference, Cosmos Club, April 27, 1921, are the following: Marine Engineers' Beneficial Association, International Seamen's Union, Marine Firemen, Oilers and Watertenders' Union, Marine Cooks and Stewards' Union, National Radio Telegraphers' Association, Masters, Mates and Pilots' Association of America, Neptune Association, American Steamship Owners' Association, U. S. Shipping Board.

That negotiations did not end abruptly at this conference was due mainly to the efforts of representatives of the Marine Unions. Succeeding events, however, proved that the break had merely been postponed, and on April 29 Admiral Benson issued another statement, as follows:

The efforts of the United States Shipping Board and the steamship interests to avert a break with marine labor have come to naught. The refusal of the men to recognize the need for readjustment on a reasonable basis has ended prolonged negotiations. The Shipping Board has endeavored to meet the men in the fairest and most conciliatory spirit. It is, however, deeply conscious of its obligations to the people of the United States to protect their interests in the merchant marine. It is reluctantly compelled to meet with all the resources at its command the situation which confronts it.

Briefly stated the events preceding the present deadlock are as follows: Until May 1, 1921, working agreements are effective with all marine organizations except licensed deck officers, whose agreement expires August 1, 1921. Early this year depressed conditions of the marine industry promoted a request that the marine organizations make a voluntary readjustment of wages and working conditions. These efforts were futile.

Anticipating the expiration of the agreements on May 1, negotiations with the marine organizations were begun about April 12. An orderly readjustment of wages and working conditions in line with the economic situation was sought. This situation clearly foreshadowed a substantial reduction of wages and virtual elimination of overtime and certain other modifications making for economy of operation. The negotiations were conducted by the Steamship interests with the participation of the Shipping Board as owner of four-sevenths of the American tonnage. During these negotiations the engineers declined to consider any reduction of the wage scale. The sailors, firemen and cooks and stewards declined to discuss wage scale or working conditions until they received satisfactory assurance on certain points. Three of these points involved the enforcement of the Seamen's Act. The position of the Board is that any act of Congress until definitely repealed or modified, so long as it stands upon the Statute book, should be enforced by the Department charged with such enforcement. Another point involved the abolition of the Sea Service Bureau which has been doing most valuable service in the Americanization of the merchant marine. The Shipping Board will not abolish the Sea Service Bureau. An additional point involved a demand for union preference. The Shipping Board as a Government institution must stand for that equality in its relations to the Government which is granted to every citizen of the United States.

Having failed to secure satisfactory assurance the sailors, firemen and cooks and stewards, although urged to do so, refused to discuss the wage scale and working conditions. On April 25 these negotiations reached a deadlock, and were terminated.

In the effort to avert a tie-up of the American [illegible] still active the Chairman of the Shipping Board personally called a conference of the participants in the negotiations of the preceding week. At the outset of the conference the Chairman definitely stated the position of the Shipping Board. This involved a [illegible] on the moderate reduction at 12 per cent and certain modifications of the working conditions. After a general discussion the Chairman adjourned the conference until April 27 to permit opportunity for each group to digest more fully the views voiced by the statement of the Shipping Board's position. When the conference reconvened it was stated that the American Steamship Owners' Association, the Pacific American Association and the Shipowners' Association of the Pacific Coast deferred to the judgment of the Chairman of the Shipping Board and accepted the wage scale and working conditions proposed by him. The marine engineers stated that they were unable to accept the proposal of the Shipping Board, nor did the sailors, firemen, cooks and stewards or wireless operators express a willingness to do so. As a final effort to clear the situation and avoid a break Admiral Benson suggested the acceptance by the marine organizations of the reduced wage scale and a further conference to adjust the working rules. This final conciliatory effort failing to meet with favor the conference was adjourned.

As Chairman of the United States Shipping Board I want to state emphatically that I have the keenest sympathy with the men and officers of the merchant marine. I must, however, record my regret at their misguided action which threatens such a serious blow to our new national shipping enterprise. I would point out that the Shipping Board has made urgent efforts in all directions to reduce expenses. I have cut overhead within the organization. I have effected notable saving in repairs. I have forced reductions in cost of supplies and fuel. I should be remiss indeed in my duty as responsible officer of the Government if I permitted the maintenance of the wartime level of wage costs during a period when economic conditions on the one hand are saving money for individuals, while on the other hand the public treasury, through the same conditions, is being seriously depleted. I have told the men and I now reaffirm it that my record of forty-seven years in the service of the United States Navy should be sufficient testimony that I stand for fairness and honor and the full protection of the interests of the American people.

On May 2, Chairman Benson, of the United States Shipping Board, released the following statement:

A review of the developments of the regrettable marine labor controversy which confronts this country will convince all unbiased citizens that the course pursued by the United States Shipping Board is sound.

Existing economic conditions fully justify the readjustment of wage scales and working conditions on the moderate and reasonable basis announced by the Board. It will be unfortunate if the personnel of the merchant marine persists in refusing to do their part in the labor liquidation of the marine industry while still benefiting by the labor liquidation in other industrial fields.

The Shipping Board is continuing its efforts to keep its ships in operation. The reports from its districts on all coasts show that it is meeting with gratifying success. This indicates that the personnel on its ships agrees with the position taken by the Board.

This is a time for all loyal citizens to rally to the support of their flag. Full protection, both now and after the controversy is settled, will be given by the Shipping Board to all those who come to its assistance in keeping the ships in operation.

The Shipping Board will continue to use all the resources at its command in protecting the interests in the merchant marine of the people of the United States.

A DIFFICULT TASK

Another attempt is to be made this summer by the British Admirality to recover the remainder of the bullion lost when the liner "Laurentic" was mined and sunk off the north coast of Ireland in 1917.

The salvage "Racer," together with the Canadian drifter No. 1, will undertake the salvage work for the fourth time.

The "Laurentic" went down in twenty fathoms of water, four miles off the coast of Donegal, carrying gold bars to the value of between $10,000,000 and $15,000,000.

Four years of pounding by Atlantic gales have reduced the wreck to a shapeless mass, and each year the work has been more difficult. Last summer the divers found that about 250 tons of hull and deck plate had settled on the strong room, where the gold was stored, breaking it in. The result was that only about $25,000 was recovered, compared with $1,250,000 the previous year.

The "Racer" is now equipped, in addition to every possible contrivance for aiding divers, with a "recompression chamber." A diver can reach the bottom in half a minute, but after prolonged immersion at twenty fathoms below the surface half an hour has to be allowed for raising him because if brought up too quickly he is likely to collapse. The great pressure at twenty fathoms saturates the system with nitrogen gas, but in the recompression chamber the nitrogen can be eliminated gradually.

PAY DECREASES 6.4 PER CENT

A general survey of the labor field by the Federal Reserve Board shows that the average decrease in pay per employe in leading industrial plants throughout the country during the past year was 6.4 per cent.

Plants which a year ago employed 1,700,000 workers showed a decline in the numbers employed of 25 per cent. The reduction in the weekly payroll was found to be even greater, amounting to 29.8 per cent.

The inquiry covered establishments reporting 1,303,792 employes April 1, with a total weekly payroll of $36,726,380, as compared with 1,737,717 employes and a total payroll of $52,286,463 April 1, 1920.

To some extent reduction in the payroll was attributed to the fact that last year many plants were working longer hours and often overtime. Supplementary information, however, indicated that actual rates paid have been reduced, especially in the case of unskilled labor. In some instances, particularly in the Southeast, unskilled labor has been reduced fully 50 per cent in wages.

In three of the Federal Reserve Districts, however, increases in the average pay of workers was reported.

It is noticeable that in the Southeast, where labor is either unorganized, or poorly organized, the wages of unskilled labor has been cut 50 per cent; while in some districts, including San Francisco, California, an actual increase in compensation was reported. The figures show that the law of supply and demand operates only in restricted form, where organization of the workers is sufficiently strong to afford protection against employers taking advantage of temporary industrial depression.

NEW EUROPE-BRAZIL LINE

Emigration from Europe to Brazil and increased demands for passenger service has resulted in the establishment of new steamer lines in addition to extension of those already operating.

A joint steamship service from Europe to South America, known as the Rotterdam-South America Line, has been organized by the Van Nievelt Goudriaan & Co.'s Steam Navigation Co. and the Holland-American Line. There will be two distinct fortnightly services from Rotterdam, Hamburg, and Antwerp; one to Montevideo, Buenos Aires, and Rosario, and the other to Pernambuco, Bahia, Rio de Janeiro, and Santos. The latter line was inaugurated with the Dutch steamer "Zaandijk," formerly the "German Silesia" of the Hamburg-American Line, of 4,103 gross tons, which has accommodations for about thirty passengers. Other steamers of the line scheduled to call at Bahia are the "Procyon," "Sirrah," "Amsteldijk," and "Mirach," all first-class steamers under the Dutch flag.

This line is running in direct competition with the British, French, and Dutch steamship companies in the South Atlantic Conference, which, by granting deferred rebates, has obtained a strong hold on the freight movement between Europe and South America.

Weekly News Letter

Contributed by the American Federation of Labor

Americanism and Honor

The seamen's strike and the printing trades' strike show how Americanism and honor can be debased by employers.

Vessel owners are attempting to cut wages, and in their greed for profits have cast aside every pretense and regard for an American merchant marine.

They have even refused to agree that they will give preference to Americans in employment and insist on nullifying the Seamen's law that they may compete with the cheapest labor on the seven seas.

The Seamen's law is based on the proven fact that American standards on American vessels force other maritime nations to meet this standard to hold their employes when they arrive at American ports.

This system, the seamen prove by statistics, is attracting the American boy to the sea.

The seamen also show that sea power is not in vessels, but in men—that ships can be easily built, but an American spirit can not be inculcated in non-American seamen working under debasing conditions.

The seamen and marine engineers offered to submit the issue to President Harding, and agreed to abide by his decision, but this was refused.

The public press and statesmen have thundered for an American merchant marine, but these voices are silent on the vessel owners' policy while the stage is set to smash the unions of seafarers, kill the Seamen's law and get hold of the hundreds of merchant vessels owned by the Government, which will then be disposed of at handsome profits by business buccaneers.

This is the "Americanism" that vessel owners, who own stock in foreign steamship companies, their political agents and editorial scribblers believe in.

The "Americanism" of vessel owners is paralleled by the "honor" of printing trades' employers who agreed with their organized workers to install the forty-four-hour week in periodical and commercial printing establishments on May 1, 1921.

This agreement was made two years ago and checked a shorter work week movement at that time, as the printing trades believed they could secure through negotiation what they would have to enforce by costly strike.

The employers are now attempting to capitalize a vicious anti-union propaganda of the past two years.

They have broken their pledge and a nation-wide strike is on.

Peace in industry can not be even approximated by such brand of "Americanism" and "honor."

The Lenines and Trotskys need have no fear that their cause will lose adherents in this land of the free while such employers are immune from public opinion.

Seamen Forced Out

Admiral Benson of the Shipping Board has announced that any company that operates ships owned by the Government that agrees to last year's wage rates to marine engineers and seamen, will have their ships taken from them.

The workers are striking against wage reductions that will total more than 45 per cent because of the re-establishment of the twelve-hour day and the abolishment of overtime. The Shipping Board and vessel owners are a unit in opposing the seafarers.

The workers made every attempt to avoid a strike. They offered to leave the entire question to President Harding and accept any decision he would make. Admiral Benson refused, on the ground that he did not want to "burden the President." The workers asked if American citizens would be given first preference in employment, and second preference to workers who have declared their intention of becoming American citizens. Admiral Benson refused to give this pledge and professional patriots ignore the first statement of its kind made by an American naval officer.

The men forwarded a communication to the President in which they offered to abide by any decision he would make. The President referred the matter to members of his cabinet, who discussed the matter with the interested parties.

Mooney Was "Jobbed"

In an affidavit supporting Thomas J. Mooney's claim for a new trial, Superior Court Judge Griffin declares that Mooney was wrongfully convicted. Judge Griffin presided at the Mooney trial. The jurist reaffirms former declarations by him that the prosecution's evidence has been entirely discredited because of evidence that has been discovered since the trial ended.

"The matter has now become," said the Trial Judge, "one not merely affecting the Mooney case, but it involves a much larger and more important consideration, viz: the entire removal from judicial proceedings of any suspicion of injustice or taint, in order that the courts shall have the respect and confidence of the people."

Calls Seamen Degraded

Changed conditions at sea during two hundred years have brought the seaman down from "the most dignified of laboring men until he is now at the mudsills of society," declared Andrew Furuseth, president of the International Seamen's Union, before a House committee in opposing modification of the application of the Seamen's Act to Great Lakes shipping.

Any reductions of standards in working conditions, he said, would only serve international shipping interests in their attempts to destroy the American merchant marine.

Ship Fruit in Gas Cars

A new plan for shipping fruit wherein an atmosphere of carbon dioxide gas is substituted for the refrigerator car, is announced in Berkeley, California. Experiments show that fresh fruits can be transported by freight cars across the country in carbon dioxide gas at one-tenth the cost of operating refrigerator cars.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—

38 Trades Hall, Sydney, N. S. W.

49 Clarence Street, Sydney, N. S. W.

1 Crawford Street, Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Trades Hall, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward Street, Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

School teachers of Edmonton, Canada, have won their strike for recognition of the Teachers' Federation and the principle of collective bargaining. The strike was in operation two weeks.

Two Communists were killed and three wounded at Ascoli Piceno, Tuesday, when extreme Nationalists and Communists engaged in a revolver battle, according to recent Rome dispatches.

Latest news from Europe shows the strikes of engineers and seamen of Sweden and Norway progressing favorably for the Marine workers. Over 50 per cent of the Norwegian merchant vessels are tied up, while those which are running are operating under union wages and conditions.

The port workers of Buenos Aires have been on strike since May 9 against the ("American Plan") open shops. They notified the Government they would not return to work until assurances had been given that the non-union labor which the Labor Protective Association of Employes had announced it intended using would not be permitted to work.

Proving how far they have advanced from the missionary-eating stage, native workers of the Fiji Island are on strike for a six-hour-day and five-day week. The highly civilized employers are astounded at some of the strikers' demands, which would do credit to advanced American ideas. Among other things they demand sanitary housing, medical attendance, etc.

Development of the co-operative movement in Italy is revealed by figures just published by the Instituto Nazionale di Credito per la Co-operazione, which was created to provide the necessary means for financing co-operative organizations. These figures showing the growth in the volume of the business of the society are as follows: 1917, 89,-084,000 lire; 1918, 162,036,000 lire; 1919, 310,079,000 lire; 1920, 885,000,000 lire.

British railway men have placed an embargo on "Black Leg" coal. Executive officers of the union instructed their followers not to handle any coal loaded by non-union labor. The executive order followed independent action by the Firemen's and Enginemen's Union which instructed its men not to handle non-union or foreign coal. The union announced it would use its strength to see that no member was "victimized" for obeying the order. The decision again brought the Nation face to face with the threat of a general strike.

Militarists are always deadly enemies of labor everywhere, and this fact was proved once more in England last week, when Brigadier General Page-Crof, representative of the National party in the Commons declared "the Labor leaders are hand in glove with Nicolai Lenine, head of the Bolshevik Government of Russia." The avowed attitude of the workers to restore a return to "normalcy" is slowly and surely bringing the nation to a state where the people are demanding an end and just settlement. Efforts to force the workers into subjection have failed dismally, and false patriotism, the last resort of scoundrels, is to be used as a means of discrediting the strikers.

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If you are an American or want to be one, or if you don't know, get Axtell's book and find out what America stands for today. What are you doing to see that equal opportunity to each Citizen of the United States in this great land, is preserved? The Seaman's Act, the Emancipation Act of seamen, a bloodless victory for the organization of workers, freeing more men than the Civil War of 1865 and without bloodshed, is fully explained in this book. Postpaid retail price, $1.00.

Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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INFORMATION WANTED

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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REMOVAL NOTICE

Members of the Masters, Mates and Pilots' Association of the Pacific, and shipping interests in general, please take notice that, on and after April 30, 1921, the Headquarters of the Masters, Mates and Pilots of the Pacific will be located at 52 California Street, in place of 62 Steuart Street, San Francisco, Cal. The telephone number will remain the same as present: "Kearny 2034."

W. H. STARK, Sec'y.

INFORMATION WANTED

Anyone knowing the whereabouts of John Johnsen, a native of Bergen, Norway, and a member of the Sailors' Union of the Pacific; last heard of in Norfolk, Va., on board the S. S. "Lake Texan," kindly communicate with his brother, Andrew Johnsen, P. O. Box 65, Seattle, Wash. 4-27-21

Anyone knowing the whereabouts of Robert J. Philpott will please notify his mother, Mrs. Philpott at 547 East Julian Street, Savannah, Ga. Philpott's father has died, and his mother is anxious to have him return. 4-20-21

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Pacific Coast Marine

Laden with a general cargo of merchandise for Williams-Dimond & Co., the freighter Effingham arrived at San Francisco last week from Antwerp via the Panama Canal.

A reduction of from 10 to 20 per cent has been announced by the Pacific Coast North Atlantic westbound conference on certain building materials.

San Diego reports shipping at that port, other than vessels of the Navy, is virtually at a standstill, although passenger and freight service to lower coast points has not been interrupted.

A reduction of 50 cents per ton on sugar and pineapples between Hawaiian ports and San Francisco has been announced by the Matson Navigation Company.

The ten thousand-ton oil tanker "Bohemian Club" was launched last week at the Moore Shipbuilding plant in Oakland. The "Bohemian Club" is the first Government-owned vessel to be named after a social organization.

The steamer "Yale" has resumed her run between San Francisco and San Pedro. The crew has been signed up at the old wage scale. On June 1 the "Harvard," sister ship of the "Yale," will be placed in the San Pedro-San Francisco run. She will sail every five days.

After signing up a year's agreement with the marine unions last week, the China Mail liner "Nanking," Captain T. H. Dobson in command, sailed for Hongkong and way ports. Until Tuesday, when the China Mail signed up the ship's crew at the old wage scale, it was believed in shipping circles that the "Nanking" would be tied up indefinitely.

The Williams Line steamship "Willhilo" was forced to turn down two thousand tons of cargo offered here, her freight capacity having been already filled by merchandise accumulated since the strike. Harry Evans of E. C. Evans & Sons, who returned recently from New York, states that shipping on the Atlantic Coast is showing the effect of the tie-up.

The Portland Public Docks Commission is considering a proposal to supply refrigeration facilities for Idaho and Eastern Washington apple shippers, who have arranged to export their products to Atlantic and European ports by the water route through Portland. F. V. Martin of the Earl Fruit Company predicts that the bulk of the fruit crop of the Northwest will pass through Portland.

A direct freight service between San Francisco and Galveston, Texas, will be established on June 5, when the freighter "Lake Gunni" sails for the Texas port. Officials of the line said that they will maintain the same eastbound rates for Galveston as apply to New Orleans. Arrangements have been made for the "Lake Gunni" to call at Seattle, Portland, Ore., and San Pedro.

The Port of Los Angeles Stevedoring and Ballast Company, of which Captain C. F. Klitgard of San Francisco is the president and Captain A. R. Paulsen the general manager, has opened offices at 629 Beacon street, Los Angeles. They will engage in a general stevedore business at that port. Captain Klitgard is now engaged in a similar business in San Francisco and is well known as a former master of sailing vessels in the lumber fleet. Captain Paulsen has long been known at San Pedro.

In order to preserve California fresh fruits and vegetables on the long voyage between San Francisco and Australian ports, the freighter "West Camargo" of the General Steamship Corporation was taken to the Union Construction Company's plant in Oakland, where a cooling system will be installed. The "West Camargo" arrived in port last week from Sydney. Officers of the vessel said that the demand for California fruit in Australia is increasing with the arrival of every shipment.

Charter of the ten thousand-ton tanker "Swift Scout" for a grain cargo for the United Kingdom was announced at Portland last week by the Northern Grain and Warehouse Company. Terms are private. The tanker was only recently completed in Portland by the Northwest Bridge and Iron Company for the Swift-Sure Oil interests, and because of the lull in the oil trade she has remained tied up with her fleetmates in the local harbor. As she is a privately owned craft, the Swift-Sure will not come under the dictate of the Shipping Board regarding wages.

Twelve Standard Oil tankers are now tied up, leaving two of the oil fleet in operation. The "W. S. Miller" is on the way to Seattle from Baton Rouge, and the company expects to lay her up on arrival. The second ship still in use is the "K. R. Kingsbury," which sailed from San Francisco April 10, and is bound for London, carrying sixty-five thousand barrels of oil, the second of five shipments of California oil scheduled for shipment to Great Brittain this year. No Standard Oil steamships have been laid up before during the last fifteen years, officials of the company say.

So great has increased the volume of sea transportation of perishable fruits and vegetables from California to Atlantic Coast ports that the new freighter "Charles H. Cramp" of the Atlantic, Gulf and Pacific Steamship Corporation has had installed from stem to stern a complete cooling system. The "Charles H. Cramp," which is now in Baltimore, will ply between that port and San Francisco. The ever increasing demand in the east for California fruits and vegetables is the reason for transforming the "Charles H. Cramp" from a freighter to what might be called a "floating refrigerator."

With contributions of foodstuffs and clothing from the Pacific Coast States for the stricken population of Armenia, the freighter "Esther Dollar" will sail from San Francisco on June 6 for Constantinople. The "Esther Dollar," which is one of the largest freighters plying in the Pacific, will carry fifteen hundred tons of foodstuffs, besides several tons of clothing, for distribution in Armenia. She will be the first vessel to sail from San Francisco since the war with relief supplies. On her port and starboard sides, amidships, will be painted in large white letters the inscription: "Pacific Coast—Near East Relief—Constantinople."

Announcement has been made that on the afternoon of June 3, when the liner "Venezuela" steams out through the Golden Gate en route to Baltimore, the Pacific Mail Steamship Company will have inaugurated a passenger service with sailings every three weeks between San Francisco and Baltimore, via the Panama Canal and way ports. The "Columbia" and "Ecuador," like their sister ship, the "Venezuela," veterans of the San Francisco-India run, also will be placed in the new service. On July 25 the "Empire State," sister ship of the "Creole State" and "Golden State," will make her maiden trip as part of the new fleet when she sails from Baltimore.

Due to the tie-up in various Pacific Coast ports of oil tankers and lumber vessels, a serious shortage in the two products is reported in Hawaii. The tie-up of coastal lumber schooners already has caused Pacific Coast lumber mills to slacken production pending the outcome of the strike. Instead of laying off their clerical forces, as had already been done by various companies on the Atlantic Coast, Pacific Coast shipping circles decided to take advantage of the situation by granting immediate vacations to employes. A serious drop in business is reported by the various launch and towboat companies. Teaming and stevedoring work along the waterfronts also has shown a marked decrease during the past week.

Expansion of the trade between the United States and Mexico during the last year has hastened the establishment of the new coast to coast service of the Pacific Mail, which is scheduled to start next month with the sailing of the steamer "Venezuela." According to figures just issued by the Department of Commerce the exports from the United States have jumped from an average of $50,000,000 a year prior to 1917 to approximately $280,000,000 for the fiscal year of 1921. Despite declines in exports to the Orient and other parts of the world, the trade with Mexico has maintained an average increase. The exports for February, the last month for which figures are available, amounted to $25,000,000 as compared with $12,000,000 for the same month last year. The increase in exports is shown in the fiscal years since 1918. The exports that year were $107,000,000, while in 1919 they had reached $120,000,000, and last year were $144,000,000.

The steamers "Colin H. Livingstone" and the "C. C. Morse," operating under the house flag of the United States Transport Company, has been withdrawn from the services of that company and turned over to the North Atlantic and Western Steamship Company upon orders of Admiral Benson of the Shipping Board. The vessels were taken from the United Transport Company because the company had violated a dictum of Admiral Benson that no operators of Shipping Board vessels sign up with the unions under the old wage and working conditions. According to reports, McCormick & McPherson are supervising the unloading of the steamer "C. C. Morse" at San Pedro. The vessel arrived there from the East coast, where she was seized by the Shipping Board. The "Livingstone" was seized at Seattle. The United States Transport Company has three other vessels subjected to the rules of the Shipping Board. One of the three still retained by the company, the "Clemence C. Morse," is now en route to San Francisco from Baltimore. Whether or not the Shipping Board will seize all of the company's vessels is not known. The company recently established the intercoastal service to this and other ports of the Pacific Coast.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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700 North Rhode Island Avenue

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MAY 18, 1921.

BENSON'S CHANGED ATTITUDE

Towards the close of the year 1920, when sudden and uncontrolled liquidation of inflation was taking place throughout the civilized world, employers and employes everywhere were eagerly and earnestly making endeavors to meet the situation as it confronted them. The employers' efforts were directed towards maintenance of the huge volume of profits which had been enjoyed during the war period, while the workers struggled to maintain their standard of living.

Those interests which had derived the most benefit from war activities felt return to normal conditions in the most pronounced manner; therefore, shipping circles did not escape the effects of a general adjustment.

The United States Shipping Board, which controls approximately four-sevenths of American shipping, was adversely affected, in the same manner as private shipowners, and in the month of January, 1921, Admiral Benson, Chairman of the Board, in directing attention to the external circumstances, issued the following public statement:

> The conditions which now prevail in the ocean-carrying trade have forced the United States Shipping Board as well as private shipowners to lay up a great many vessels, which automatically sets adrift a large number of seafaring men.
>
> As the representative of the largest shipowning corporation in the world, the chairman of the Shipping Board feels that it is timely to invite the attention of owners and operators to the fact that the largest factors in vessel expense under the conditions which prevail at this time are repairs and fuel.
>
> While the policy of every prudent owner and operator is rightfully toward reduction in vessel expense, the chairman of the Shipping Board earnestly cautions all shipowners and operators not to be misled at this time into the employment of foreigners merely because it may be possible to obtain them at a lower schedule of pay than is satisfactory to American seamen.
>
> The true goal of American effort is to increase the efficiency of operation. The most certain means to this end is improvement in the efficiency of sea labor. This improvement as now has been brought about by getting the American man afloat, and can best be continued by keeping him afloat.
>
> The chairman of the Shipping Board appeals in the strongest possible terms to every right-minded and patriotic American citizen who owns, operates or has any interest whatever in American shipping, to seize this opportunity to collect American seamen in American ships rather than to drive him from the sea by yielding to the temptation of minor savings in the wage scale.

At that time, and in full accord with the ideas, as expressed by Admiral Benson, the International Seamen's Union of America was exerting every effort to bring about consummation of the highest standard of efficiency in the American Merchant Marine. Schools in seamanship and efficiency were operated at expense of the union on the Atlantic and Pacific Coasts, and at the annual Convention of the International body ambitious preparations were made for fulfilment of the idea.

Meanwhile private operators of American shipping, in uniformity with the shipowners of Britain and Scandinavia, were preparing a drive upon the seafarers' organizations. They were planning to put into operation conditions reacting over thirty years, and to wipe out every improvement made during that period. They would not even consider a wage based upon equity; but intended to arbitrarily put into effect a cut which approximates from 20 to 50 per cent, according to the particular trade or locality.

In order to assure success of their unfair program, they inveigled the U. S. Shipping Board into their combination. At this present time the heavy work of union wrecking rests in the hands of Admiral Benson, and he "continues to use all the resources" at his command to subjugate and degrade American seamen; the accomplishment of which would inevitably result in once more driving the American away from the sea.

Every recent act and statement of the Shipping Board Chairman has been entirely at variance with his previous policy. In the light of enormous profits obtained by shipping concerns, we are unable to understand how Admiral Benson can consistently exclaim: **"All of us should consider the interests of the private shipowner in foreign trade who is manfully carrying the burden of competition unassisted by the Government."**

In our sublime innocence we have nursed the belief that amounts appropriated to the Shipping Board were purposed for maintenance and upbuilding of our Government-owned merchant fleet, and that the head of the Shipping Board was a public servant, serving only the interests of the American people.

The fact has always been self-evident that no man can serve two masters. Perhaps an attempt to disprove such evidence is responsible for Admiral Benson's sudden change of front, and his autocratic attitude towards the seafarers of America.

As an example of inconsistency, the Administration of the Shipping Board is perfection.

"To him that hath shall be given, and to him that hath not, shall be taken away," seems to be the text adopted for the sermon to be preached by our representatives at Washington. Propaganda of the commercialized press indicates the direction of "wind." Editorial comment in reactionary papers is instituting the usual campaign of education. This time it attempts to prepare public opinion for acceptance of a sales tax to replace the levies which "big business" desires to evade.

BUREAUCRATIC LAWLESSNESS

Contempt for law leads to chaos; chaos leads to anarchy, therefore the ever-present necessity for observance of and respect for the laws of the country. The state is generally conceived to reflect the distinctive qualities of the population, therefore its faults or virtues are more glaringly apparent.

Since inception of the present lock-out respect for law by a number of vessel operators has ceased to exist and there is every evidence that this condition is not confined to the private operators.

In efforts to "use all the resources at its command," the Shipping Board seems to have suspended the law for the time being. The following press item from Portland, Oregon, is enlightening:

"'The United States Government has fined itself $1000, all because of a row between the Collector of Customs and the Shipping Board authorities. When the steamship 'West Ivan' sailed early today for the Orient she lacked the regulation number of seamen and was fined $500 by Collector of Customs Will Moore. Another $500 fine was assessed because the ship did not have a full complement of officers."

The situation elucidated is a serious one. The navigation laws of the United States intended to safeguard life and property and set at naught by a governmental bureau in order to fulfil the dictum of its executive.

Such action contains far-reaching possibilities, because the example is sure to be followed by other operators, to the confusion of all laws of safety, navigation and nation. The responsibility for loss of life or property which might occur under such circumstances will be placed where it belongs by the American people, but to the average man prevention seems to be preferable to cure or penalty.

RIGHT WILL PREVAIL

It has been conceded that the conscience of the American people is embodied in the Seamen's Act. Therefore, it will be well for that select coterie, who have determined to take advantage of the present tendency of mercenary politicians towards reaction, to go slow in their efforts for destruction of the Seamen's "Bill of Rights." Reintroduction of any form of involuntary servitude will be resented by the whole popluation, and those pigmy politicians responsible for tampering with the expression of an American idea will be relegated to everlasting obscurity.

The ruthless efforts by shipowners to degrade the seamen's calling has brought into effect a solidarity of the seafarers that is surprising in its intensity. When this present little controversy has become but a memory there will remain certain lasting effects, chief of which will be a better understanding and a closer sympathy between the deck and engine room forces aboard ship. Friendlier relations between officers and regular crews will undoubtedly result in greater respect for each other, and maintenance of a higher standard of discipline. The latter will be a natural sequence to the former.

CONCILIATION (?)

As an indication of what was considered the conciliatory (?) mood in which the combined ship operators were willing to meet their employes, the following from "Nauticus" issue of April 9, 1921, is worthy of consideration:

"Not only will sailors, firemen and stewards have to accept a radical cut in wages, but the turn of masters, mates and engineers is to follow, as soon as existing agreements expire. Next will come the turn of longshoremen, who last year were wise enough to accept the same scale without insisting upon an increase. Both sea and shore labor is still remunerated on war basis and this anomaly cannot survive long, considering the trend of the time and freights being almost on peace basis. There is not much encouragement in sight as regards establishing a substantially higher freight basis than the present. But there is a wide margin yet to be traversed in the way of reducing operating costs, and this will have to be done if the American shipping industry is to survive the present crisis. It cannot be expected that the **prospective victims** will tamely submit to the reduction and big words and threats are sure to be bandied about. But there is no way out of the situation, except paring down and though much bluff may be indulged in on either side, there is no question about the shipowners' side winning in the end, for the Shipping Board is no longer dominated by the fear of offending organized labor."

HUGE SHIPPING PROFITS

Tremendous profits are revealed in the following brief report by economic advisors to the International Seamen's Union on proposed wage reductions in the shipping industry:

"Wage reductions in the shipping industry are not justified either by economic conditions or by decreased living costs. Wage reductions at the present time are not only unjust and inhuman, but unnecessary.

Six Years of Prosperity for Owners

"The financial records of the leading American steamship lines show unparalleled and undiminished prosperity for the past six years. The stockholders of the companies have enjoyed their share of the prosperity in large dividends, while millions of dollars in surplus have been accumulated.

"The four big companies operating on the Atlantic and Gulf Coasts have made net profits in the years 1914 to 1920 inclusive which average a total of $52,180,271 per company, or over 230 per cent of their common stock. Out of these net profits dividends have been declared which made a total average for the six-year period for each company of no less than 108 per cent of the common and 38 per cent of the preferred stock outstanding. And, finally, after all charges have been met and dividends paid these companies have accumulated a surplus during the six years that average $33,060,473 for each company.

"The concerns included by these figures are the Atlantic, Gulf and West Indies Lines, including, as subsidiaries, the Clyde, Mallory, New York and Cuba Mail, and the New York and Porto Rico Steamship Companies; the International Mercantile Marine Company, including the American, Atlantic Transport, Leyland and Red Star Lines; the Pacific Mail Steamship Company and the United Fruit Company.

Last Year Most Prosperous of All

"That this prosperity has continued into the present year is shown by the fact that the average dividends paid by these companies last year were 100 per cent higher than any other year since 1913, and by the additional fact that the average surplus accumulated last year after dividend payments had been made was $1,122,000 greater than the average surplus for the six years 1914-1920 inclusive.

"The United Fruit Company, for instance, declared last year cash dividends amounting to 11½ per cent on its capital stock as well as a stock dividend of 100 per cent, and still had a surplus remaining of $21,599,040. That its prosperity continues is shown by the fact that on April 15, 1921, a further dividend of 6 per cent was declared.

"The Pacific Mail Steamship Company declared dividends last year amounting to 50 per cent. The average dividend payments of this concern for the past six years were 40 per cent. The surplus earned after these disbursements were made has amounted to $5,224,383 or 348 per cent of the common stock.

Prosperity Tabulated

"The records of the several companies follow:

	Net Profit 1914-1920 inc. per cent of Common Stock	Total Dividend payments 1914-1920 per cent on Common	Preferred	Total Surplus
Atlantic Gulf and West Indies S. S. Co.	162.7	46	25	$19,014,944
International Mercantile Marine Co.	124.2	0	72	41,826,877
Pacific Mail S. S. Co.	437.9	240	16	5,224,383
United Fruit Co.	196.7	153.5	—	66,176,490
Average, all companies	230.3	108.5	37.6	$33,060,473

No Prosperity for the Employes

"Figures from the records of the union show a very different picture of the economic condition of the workers in the industry. The workers have had no real share in the prosperity of the past six years. Earnings of firemen and seamen have been and still are entirely inadequate to maintain a living consistent with health and decency, while the decline in prices has not been great enough to appreciably relieve the situation.

"Seamen can earn on the basis of present wage scales $935 a year and firemen but $990. These figures, for the sake of conservatism, represent maximum earnings and not average earnings.

"Unemployment which averages a minimum of a month in normal years, reduces the actual earnings of firemen $90 and of seamen $85 per year.

Workers Receive Less Than Living Wage

"The most conservative official United States estimate shows that a minimum living wage at the present time is $1,114 for a single man and $2,384 for a normal family. This represents the lowest amount necessary during a year to maintain a standard of health and decency.

"These figures show that firemen receive $1,394 and seamen $1,449 less than the

(Continued on Page 11)

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., May 16, 1921.
Regular weekly meeting came to order at 7 p. m., J. Vance Thompson presiding. Secretary reported that the lock-out by employers has resulted in almost complete tie-up of shipping along the Coast.

ED ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.
This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED ROSENBERG,
Secretary pro tem.

Vancouver, B. C., May 9, 1921.
Shipping very dull; prospects uncertain.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, May 9, 1921.
Shipping dull; prospects medium.
K. E. LEHTO, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, May 9, 1921.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, May 9, 1921.
Shipping very dull; prospects poor.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, May 9, 1921.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, May 9, 1921.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, May 2, 1921.
Shipping slack; prospects uncertain.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., May 11, 1921.
Situation satisfactory.
EUGENE STEIDLE,
Secretary.
86 Commercial Street. Phone Kearny 5955.

Seattle Agency, May 11, 1921.
Situation satisfactory.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, May 11, 1921.
Situation satisfactory.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, May 11, 1921.
Situation satisfactory.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Carl Herman Andersson, No. 1156, a native of Sweden, age 47. Died at San Francisco, Calif., May 8, 1921.

Joseph Gamber, No. 701, a native of Illinois, age 36. Died at sea, April 30, 1921.

Johan Miller, No. 2001, a native of Germany, age 31. Died at Los Angeles, Calif., May 12, 1921.

Samuel Miller, No. 1578, a native of New York, age 61. Died at Seattle, Wash., April 30, 1921.

John Olsson, No. 964, a native of Sweden, age 64. Died at San Francisco, Calif., May 13, 1921.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

BRITISH SKIPPER'S VAIN TRICK

"For ways that are dark and tricks that are vain, the heathen Chinee is peculiar," but, apparently, there is no monopoly of this peculiarity. Take, for an instance, the "Limejuice" skipper who manipulated himself into receipt of the "short end" of the following court decision:

United States District Court, Southern District of New York.

Victor Mattes and Others Against The Standard Transportation Company.

Libel in personam for seamen's wages.

The respondent is a British corporation and at the time in question was the owner of the "Wabasha," flying the British flag. She sailed from Bombay in the early part of 1920 and reached New York with a Chinese crew in April of that year. This crew deserted while in New York, and the Master was forced to engage another crew, consisting of forty-five or forty-seven men, of whom the libelants, twenty-nine in number, were a part. They were made up of various nationalities, largely Portugese, who were supplied by a boarding-house keeper. The "Wabasha" was a coal-burning steamer, and the men shipped as seamen, firemen, quartermasters, oilers and coal passers. Some of them had prior discharges and all swore at this trial that they had former experience as seamen.

The Master, the chief officer, the second officer, the second engineer and steward were called for the respondent and swore that the crew was incompetent. The quartermasters could not steer a straight course; the cook so cooked the food that the crew were in constant complaint, the seamen were unable to do anything but the simplest duties. The second engineer testified that the coal passers refused to heave up the ashes so that the firemen were unable to work the boilers, and the speed of the ship was reduced from ten and a half to eight or nine knots an hour. The Master swore that the men could not get the ashes out, and that one of them hurt his hand in doing so; that the officers constantly complained that there was no sailor among the crowd; that they were themselves always complaining of their food; that off Gibraltar he threatened to call a British man-of-war, apparently because of their complaint about food. On his cross-examination, however, he testified that their conduct was not bad conduct; that they tried to obey orders, but were incompetent.

The steamer made the port of Algiers on May 10, when the Master called the crew on deck, and according to his statement, asked them whether they would be willing to be sent back to New York. He says that they agreed, and the other officers say so. The crew, of whom many were called, unanimously swore that they performed their duties and were ordered off the ship, on which they were willing to serve out their articles. In any event, they went ashore in small boats and the Master, on the 11th, shipped an Algerian crew at £25 a head to Calcutta, with maintenance ashore and return to Algiers added. (The Master said that they would not serve beyond Calcutta.) At that port this Algerian crew was sent back by passenger steamer, and a Lascar crew shipped at about twenty-four or twenty-six rupees a month, equal to eight dollars or less. This third crew worked the ship back to New York.

The libelant, together with the rest of the New York crew, were sent home via Havre and their wages paid until June 8, when they arrived. As the "Wabasha" reached New York on September 15, they claim for loss of wages between those dates less what each had been able to earn meanwhile.

Silas B. Axtell, for the libelants.

Courtland Palmer, for the respondent.

LEARNED HAND, D. J.—It was apparently the early rule that mere incompetence would not justify a Master in discharging a seaman at a foreign port: Capillo v. Bristol Packing Co., 112 Fed. R. 439; Sherwood v. Mackintosh, Fed. Cas. 12,778 (Crabbe). The Master's powers were only to degrade the seamen to such service as he was capable of performing, and upon eventual payment to deduct from his services whatever was the loss occasioned by his incompetence. In this respect the incompetence was put upon a different basis from insubordination or deliberate shirking of duty: The Fanny, 86 Fed. R. 442, or drunkenness, "The Hayden," 111 Fed. R. 542. I am not prepared to say, however, that incompetence may not be a sufficient ground for discharge even in a foreign port (R. S. Section 4581) at least where the Master provides for the repatriation of the seamen, and especially, as here, where he pays wages until the arrival home. Although the Master has some opportunity upon shipping a crew to ascertain their former experience by their discharge papers, they engage, nevertheless, as competent to perform the duties which they undertake, and it seems to me a harsh rule that would require a Master to continue an incompetent crew, however subordinate and ready, providing he is willing himself to assure their return home. In any event, that case can await its arising, for it is not before me here.

The respondent must, however, prove just grounds for the discharge, and the whole circumstances of this case do not satisfy me that the excuse given by the Master, though corroborated by his officers, was the true reason. It seems to me inherently unlikely that forty-five men, many of whom certainly had had prior service, and all of whom say that they had, should turn out to be wholly incompetent, every man of them, for the comparatively simple duties which devolved upon them. The specifications of their incompetency are vague and contradictory. The engineer says that they refused to heave up the ashes; the Master merely says that, though willing they could not, something which it is very hard to believe. It is, of course, possible that the quartermasters could not steer a straight course, and that the oilers were not expert, but that did not involve the whole crew. No doubt there were complaints of food; there generally are, but such complaints could scarcely justify the threat to call a war vessel. The Master expressly disclaims any insubordination, and their complaints must be put down to sailor's growls. On their face, the charges bear an appearance of being trumped up, nor are they mended by the two letters written to the owners on May 8, which may well have been to lay a foundation to his case. Again, I think it unlikely that the men were willing to go home, and thought they would have a "jolly holiday." Work proved scarce when they got here, and it is fair to assume that they knew it would be so. They swear that they had a good berth, and there is no reason to doubt them, if the abundance of food, which the officers insist they gave, was in fact supplied. Moreover, why did he retain the two cooks, around whom much of the trouble centers. He says that they did not want to leave, but a more likely reason I suspect was that Arab cooking would be worse. Was there an adequate motive for wishing to be rid of them? I think there was.

The "Wabasha" had shipped a Chinese crew at Calcutta or Bombay, and these deserted in New York. Their desertion may be attributed to the recent laws which enable them to ship here at higher wages, and the result was that intended, i. e., to compel the Captain either to raise his wages to the American standard, $85 or $95, or to take on a new crew at those rates. Finding his hand so forced, it was obviously to his advantage, if he could, to get rid of this crew as soon as possible. The alternatives open to him were three: he could discharge them and ship them back to Algiers, as he did; he could take them to Calcutta and there discharge them, or he could carry them back to New York. If he discharged them at Algiers he must get an Algerian crew to work the ship on to Calcutta, and these in turn could be discharged and sent back and a Lascar crew substituted with merely nominal wages.

There were, indeed, serious losses involved in discharging the American crew at Algiers and shipping an Algerian crew to Calcutta. The cost of shipping the American crew back was about $12,600, and the cost of the Algerian crew $13,000, making a total of over $25,000. The cost of the American crew between June 8 and September 15, was about $12,000, making a difference there of $13,600, which the ship lost. This, the respondent answers, is conclusive evidence against the Master's putative motive. I think that this analysis of the situation is not complete. The Master was under engagement to take the American crew back to New York; he would there have had to engage a second American crew, presumably at the same high wages. Had he carried them to Calcutta and discharged them, the expense would have been greater, and by discharging them at Algiers and employing an Algerian crew only to Calcutta, he had his ship free at that place and could then begin with a Lascar crew for a round trip, which would end again in India. Once he got his ship manned with cheap labor, he could continue to work her at Indian wages, and he would make up his loss in five months. If he did not, he was condemned indefinitely to pay American wages. True, in so doing he ran the risk that the Lascar crew in turn would desert at New York just as the Chinese crew had done, but that depended upon his being able to keep his Lascars out of the hands of those who might advise them of their rights, in New York. That risk, it appears to me, he might well have accepted. Moreover, it seems to me very strange that he could not get his Algerians to work on the ship back from Calcutta to Algiers, but must hire them only for the voyage out. That is an unexplained and, indeed, surprising circumstance, which fits much better with the plan which I think he had in mind from the outset to get his wage scale back upon the Indian level.

Thus merely, as between the officers' assertions, which are to me significantly vague, and the crew's denials, I should find it impossible to accept the excuse. There is, however, another circumstance which appears to me to put the case beyond any doubt. The Master was in a port where there was a British consul, whose sanction he professes orally to have obtained to what he insists was a voluntary discharge. Now, Section 188 of the British Merchant Shipping Act of 1894, provides that no master shall discharge a seaman without the "sanction" of the local consul endorsed on the articles, and the consul must examine into the causes of the discharge before he sanctions it. In cases of "leaving behind," he must issue a certificate stating the causes thereof, and if the Master violates this section, he commits a misdemeanor.

So it makes no difference whether this was a case of strict discharge or leaving behind, the Master did not do what the law required of him, and was in any event guilty of a misdemeanor. It is a horn-book law for masters that discharges must be approved by consuls, and the law of the United States is in substance the same. (Revised Statutes, Sections 4580, 4581.) That the Master thus violated the law and did not get the "sanction" endorsed upon the articles, or a "certificate" stating the causes, is to my mind, of the utmost significance. Ship's articles are intended to be the authoritative evidence of the agreement, and the vise of the Consul is expressly to protect seamen (and indeed masters as well), from just the uncertainties which arise from disputes like this. I do not believe that any master with a good case against his crew for "incompetence" (Revised Statutes, Section 4581), or "unfitness" (British Merchant Shipping Act, Section 188), would have discharged the whole body of them without this protection to himself. Least of all would he have omitted this precaution, if, as he says, they were all willing to be discharged; and there could have been no dispute to settle and no doubt of the result.

Therefore, it seems to me as clearly proved as such facts can be, that the discharge was colorable, a cover to avoid the continued payment of American wages. Whether under British law the discharge, which had never the written sanction of the Consul, could under any circumstances be valid, I need not inquire. It follows that there must be a reference to compute the wages of the libelants between June 8 and September 15, 1920, less such earnings as they made, or could have made, during that time. In addition to wages the libelants are entitled to their keep which the parties have agreed upon at the rate of $10 a week.

There will be an interlocutory decree for the usual reference before a commissioner.

D. J.

April 26, 1921.

In commenting on the foregoing decision, attorney for the plaintiffs, Silas B. Axtell, states: "This case involves the equalization policy of the Seamen's Act. This is one of the most important decisions that has ever been handed down to my knowledge.

"The facts are so well set forth by the Court that there is no need of further explanatory notes."

The honesty and serious effort of the Judge in this decision, where the interests of capital and labor conflict, is worthy of note. Unfortunately, seamen seldom receive the same consideration or quality of justice as meted out by the eminent jurist, Learned Hand, in this case.

The most valuable lessons that trade unionism can learn are the lessons of patience and mobility—the lesson of how to wait for victory and the lesson of how to change a position in a fight.

Arbitration is the alternative of war. It will never be more than an unattainable ideal to those who are unwilling or unable to put up a fight.

MOLDING THE GOVERNMENT

(By Charles M. Kelley)

What actually happens when producers take an active, intelligent interest in politics and what they may expect when they fail to do so are emphasized by the records made by the four outstanding State Legislatures—outstanding because two of them were made up in large part of progressive members and the other two were dominated by "hard-boiled" reactionaries, controlled by selfish business and political interests.

In New York and Pennsylvania scores of progressive laws, secured after years of struggle, have been wiped off the statute books and evil laws substituted. In Iowa and Wisconsin, where the workers and farmers co-operated in political effort and stood guard in defense of popular rights and liberties, reaction was checked and turned back.

The moral is that the people get exactly the kind of government they deserve.

In Wisconsin, where the general assembly is winding up its term, efforts were made to get through some characteristic reactionary proposals, but all failed. Had the result been otherwise, Governor Blaine, fearless and progressive La Follette supporter, would have been ready with the veto ax.

In Iowa the farmers and workers made a brave fight last fall and, while they did not defeat Senator Cummins or elect their candidate for Governor, they did secure a substantial representation in the Legislature, and by their brilliant and aggressive compaign put the fear of God in the hearts of weak-kneed reactionaries and time-servers and persuaded them to be "good" when the lines were being drawn between popular government and special privilege.

One incident strikingly illustrates this point. The Lower House, of which Iowa had approved a public utilities bill, which contained a joker, extending indefinitely the life of public utility franchises. It was caught by Senator Brookhart in the Senate and exposed by the Iowa Homestead, a courageous, progressive farm paper. The members of the House were frightened and requested, by a vote of seventy to twenty-eight, that the bill be returned from the Senate, where it was being considered. The Senate, controlled by reactionaries, refused to comply with this demand and the objectionable bill was passed.

Governor Nate Kendall, who was relied upon to do what the interests wanted, promptly vetoed the measure, which was a hard blow to the reactionaries. He was told that he was digging his political grave, but was disturbed not a bit, calmly remarking that it would be an illustrious grave.

The reverse of this picture, as presented by Pennsylvania and New York, is not so pleasant.

More than a dozen progressive measures have been removed from the law books of Pennsylvania, which has practically reverted to the condition that obtained twenty-five years ago. Every law providing for non-partisan elections has been repealed and the judiciary and municipal offices have returned to the political pie counter. A quarter of a century ago, when legal textbooks charged that the Pennsylvania Railroad "operated the courts of that State as successfully as it operated its own railroad trains," a movement began for the reform of the judiciary, and before it was successful the dominant political machine suffered two crushing defeats. It required more than twenty years to secure reform election laws, and they have disappeared in a session lasting less than a hundred days.

The workers sustained their most serious reverse when the full-crew bill was repealed, depriving nineteen hundred men of employment and removing safeguards for the general public. This leaves this question exactly where it was sixteen years ago, when the first attempt to secure its enactment failed. After one of those spasms of reform for which Pennsylvania is noted, the Legislature of 1911 approved the workers' proposal. Two succeeding Legislatures repealed it, but each time a Governor saved it with a veto.

The New York Legislature did not pay more attention to the demands of labor than it did to those of the advocates of so-called welfare bills. One of the noticeable features of the session, in fact, was that the leaders turned deaf ears to nearly everything laborites had to say, a rather novel situation for organized labor, which for some years has had some influence in New York affairs. This time Governor Miller was in complete control of the situation.

New York's Anti-Labor Measures

Among the bills passed by the Legislature, in spite of the opposition of labor, were the following:

Amendments to the labor law to permit women to be employed at metal polishing; allowing women to work all night in printing plants; authorizing the payment of wages by check; permitting construction of waterworks without regard to the eight-hour and prevailing wage law; removing a great number of employes of the State Labor Commission from civil service rules; the Lusk bills censoring teaching and school studies; halving appropriations for the State Labor Department; removing hotel employes from the day-of-rest law, and restoring boss-controlled nominating conventions for State and judicial officers.

Combination of labor and farmer forces defeated bill proposing to establish State police systems in Ohio, Indiana and Montana. In Michigan the State police law, in operation one year, was defeated by a decisive vote. The Governor of New Jersey vetoed the constabulary bill passed by the Legislature.

In several States unsuccessful attempts were made to pass industrial court bills patterned after Governor Allen's court in Kansas. This proposal was twice defeated by the Iowa House before its advocates would permit a shroud to be draped around the corpse.

Starvation Marks Open Shop's Progress

Employers have more than realized their ambition to make the workers "eat out of their hands." They have brought thousands of people to a state of actual destitution.

The New York Herald has been investigating conditions in manufacturing districts contiguous to the metropolis and recites a heart-breaking story of abject privation and want. It finds in Stratford, Conn., where eight thousand workers have been idle since last fall, "a condition of poverty among her populace without parallel in the industrial history of New England." Women and children are starving, and emergency charity organizations have been formed to give relief before many of them succumb.

It was not realized that conditions were so bad until five children fainted one day in a public school. School officials made an investigation and found that they had been without food for days, and that hundreds of other children were undernourished.

More than half of the pupils in public schools have since been fed at the beginning of the daily session.

Workers Watch Families Starve

The workers, the Herald reports, are industrious and thrifty and saved money during the war, but the protracted period of idleness has exhausted their resources "and they are now sitting and watching their families slowly starve to death."

Families of five subsist on a bottle of milk and a loaf of bread per day. Many families alternate in eating meals. Those who have breakfast fast until supper time, and those what eat luncheon must get along until breakfast next morning.

The charity appropriation of Stratford was exhausted before winter was half over and it is necessary to make appeals to humane citizens if scores of children and infirm adults are to be saved.

A survey of the Waterbury schools disclosed that more than one thousand children are in a dangerous state of undernourishment. The Red Cross has opened food stations in several schools and has been distributing seven hundred quarts of milk a day to children.

Charity Workers Swamped

Fifteen hundred persons have been registered as unemployed in the municipal employment office at New Britain. An almost impossible task has been imposed on the city charity department. Many applicants for aid have been found to be without food or adequate clothing.

Miss Elizabeth Boswell, secretary of organized charities at Meridan, says that in scores of homes small children have lived since Christmas on bread and coffee.

Little children crying for food, their parents and older brothers and sisters unemployed and hungry, is the pathetic problem that charity workers in New Haven, Danbury and industrial towns are endeavoring to meet to the best of their ability.

PRINTING TRADES GAIN

"The reports from subordinate unions are most encouraging," reports the executive council of the International Typographical Union in its first bulletin on the forty-four-hour movement of the printing trades.

"Not near as many members are on strike as was expected. Large numbers of offices in various jurisdictions went on the forty-four-hour week basis on May 1. All indications point to a settlement in most of the jurisdictions in a short time."

The bulletin states that the membership of the I. T. U. agreed to assess themselves by a large vote.

WASHINGTON LETTER

(By Laurence Todd.)

A New Labor Program

John Lewis of the United Mine Workers can, apparently, have the presidency of the American Federation of Labor handed to him at the Denver convention next month, if he will but say the word to the railroad unions, the maritime unions and the United Brotherhood of Carpenters and Joiners.

The particular word these organizations desire to get from Lewis is his assent to a program of consolidation of labor's strength within the Federation on the one hand, and of promotion of industrial democracy upon the other.

Industrial democracy will be the keynote of the progressive forces in the labor movement henceforth. This was clearly indicated in the spirited address of Frank Morrison, secretary of the Federation, at the farewell dinner given recently in honor of William H. Johnston of the Machinists, who has sailed for Russia to inquire into the possibilities of trade with Russia to reopen American factories. Morrison declared that only through industrial democracy, combined with Government ownership, could the railroad problem be solved. He called attention to the fact that the last A. F. of L. convention went on record by an overwhelming majority in favor of that program.

Unemployment with its steady using-up of the savings of four million workers and their families, is sharpening the tongues of union officials. They discover the national administration hostile to them in almost every direction. They find Congress ready to suspend this and that labor legislation at the slightest provocation. They receive blow after blow from the courts. Wages are driven downward in trade after trade, locality after locality, with all the persistent and implacable cruelty of a maniac-driven machine. They find the United States Chamber of Commerce and the various "open shop" associations formed by the National Association of Manufacturers and its allies to be far more efficient than the A. F. of L. in getting immediate results. Organized labor is developing a fighting temper. Its expression at Denver is more than likely to be defiant and constructive, demanding immediate steps toward industrial democracy in all the industries.

Bureaucrats Attack Seafarers

One incident of the week has been the arbitrary action of Chairman Benson of the Shipping Board in cutting wages of all crews on Government vessels 15 per cent. When four of the steamship lines running out of New York signed up with the unions at the old rates of pay Benson served notice that he would take their Government ships away from all companies making such agreements with the men. He would impose his own boycott on the fair employers.

President Harding, to whom the men appealed on April 29 to prevent a strike, has not intervened. He has allowed Admiral Benson to do his utmost to break the unions, while he has permitted Secretary of Labor Davis to hold conferences with the Marine Engineers, the Seamen, the private shipowners and Benson. Thus far these conferences have accomplished nothing. The strike is growing, and the chairman of the Shipping Board continues to apply dictatorial rather than conciliatory methods to the problem.

Labor Has Few Friends

In the Senate, Borah of Idaho has checkmated the move of Moses of New Hampshire to start a Senate investigation of "bolshevism" in the Amalgamated Clothing Workers of America. Moses introduced his resolution aimed at the Amalgamated on the day after the heads of the National Association of Clothing Manufacturers and the National Association of Retail Clothing Dealers had visited Washington. These men are bitter toward the union because its sixty thousand members in and around New York City are winning a five-months' strike against the "open-shop" rule declared by the employers. At the same time, they want to divert public attention from charges of profiteering made against the retailers and manufacturers.

Borah's resolution, which has been favorably reported from committee, calls for an inquiry into the development industrial and labor conditions, profits, etc., of the clothing manufacturing business, the woolen cloth manufacturing business and the retail clothing business during the past seven years, to determine why prices have risen and who has been responsible for the disappearance of sweatshops and the contract labor system.

Of course, the manufacturers and retailers do not want that sort of investigation. And because they control the committee of the Senate, indirectly at least, it is unlikely that the Senate will now undertake any investigation.

A Squeal of Big Business

John B. Andrews, secretary of the American Association for Labor Legislation, who has been the power behind the drafting of most of the workmen's compensation laws in this country, is in Washington in behalf of the Fitzgerald bill, which provides a model workmen's compensation law for the District of Columbia. It is almost identical with the model law on the same subject which was adopted two years ago by the Non-partisan League majority in the North Dakota Legislature at Andrews' suggestion. Hardly has he reached the city before his measure is under fire from the business interests.

"This bill is socialistic, bolshevistic, and communistic, both in its source and intent," shouted J. Robertson Jones, employers' lobbyist on insurance, before the insurance committee of the local Board of Trade recently. "It is virtually the same as the law now in force in North Dakota, and it is only a part of the propaganda of the league which has turned the State of North Dakota into chaos."

It appears that the private insurance companies are sore because they would be excluded from competition with Government insurance of employers under this law. Similar laws have dried up the springs of their revenue from California and other States, and now they use the name of North Dakota as a bugaboo.

Attacked from The Lakes

Before the House Committee on Merchant Marine and Fisheries the shipowners of the Great Lakes, backed by the merchants and bankers and their political agents, are seeking the suspension of the Seamen's Act as applying to the skill and the hours of crews on the Lakes. The International Seamen's Union of America has four men present to resist the proposal. Andrew Furuseth has been on the stand and Conway, O'Brien and others are assisting him in showing that the scheme is simply one to assist in destroying the union. The measure is known as the Scott bill. Chairman Greene of the committee, who was always an opponent of the La Follette Act, is strongly favorable to this counter-move. He will try to get a favorable report, and will rely upon the dead weight of the reactionary majority in the House and Senate to drive the bill through to the President.

Administration Loses Influence

On the other side of the ledger is the news from the Middle West, to the effect that the Harding administration is losing its hold upon the Republican party and upon the people even more rapidly than did the administration of Taft. William Allen White of Kansas, who has been on a political inquiry tour of Wisconsin, finds that the State is more completely with La Follette today than ever, and that "Fighting Bob" will receive a huge popular majority when he runs for the senatorship again next year. Similar news comes from Minnesota, North Dakota and Iowa, where the anti-labor and anti-farmer forces made big gains last November. The railroad situation, the collapse of agriculture and industry, the pinch of want in the households where unemployment is a grim fact, and the impatience of the people with Harding's indifference to the suffering which "more business in Government" has brought upon the wealth-producers of the country—these things have undermined the confidence with which millions of American workers looked, a few months ago, to the new President.

Secretary of the Treasury Mellon has spoken, this week, on taxation. He wants the excess profits tax abolished, and the higher rates of taxes on the largest private incomes removed. He proposes rates which will save himself—Mellon—millions of dollars.

David H. Blair, of Winston-Salem, N. C., whom Harding nominated to be Collector of Internal Revenue, has been virtually beaten in the Senate by the action of Senator Hiram Johnson. Blair was given this job of chief of the Nation's tax-collecting organization because of political services to Harding. He had been instructed by the North Carolina voters to support Johnson in the Republican national convention; he voted on every ballot for Harding. Johnson denounced his appointment, in the Senate, as "the price of perfidy and treachery to the people," and pledged himself to resist the payment of similar obligations by Harding to every other delegate in the Chicago convention who broke faith with the voters.

So many Senators flocked to Johnson's side of the dispute that Penrose's committee advised Harding to withdraw the nomination. It was their political judgment that the deal was a bit too "raw" to be safe for the administration.

Plants with white blossoms have a larger proportion of fragrant species than any others.

NEW BRITISH INSURANCE ACT.

The Unemployment Insurance Act of 1921, effective March 3, 1921, increased the weekly rate of unemployment benefit to 20s. per week for men and 16s. per week for women, with half rates for boys and girls. From July 4, 1921, increased weekly contributions will become payable, viz, 11d. for men (6d. from the employer and 5d. from the worker), and 9d. for the women (5d. from the employer and 4d. from the worker), and corresponding half rates for boys and girls. During each of the periods, March 3, 1921, to November 2, 1921, and November 3, 1921, to July 2, 1922, a maximum of 16 weeks' benefit may be drawn. From July 3, 1922, a maximum of twenty-six weeks' benefit may be drawn in each insurance year.

Workers in the trades covered by the Unemployment Insurance Act, 1920, draw benefit under section 3 of the new Act, provided they were employed in any of those trades in not less than twenty weeks since the beginning of 1920. In the case of ex-service men and women and merchant seamen, covered by the out-of-work donation scheme now in operation, such employment in ten weeks will be sufficient, and in proper cases the requirement may be waived altogether. It is a further condition of benefit under section 3 of the new Act that applicants must be normally in employment in an insured trade, genuinely seeking whole-time employment and unable to obtain it. Applications for benefit under section 3 of the new Act will be subject to scrutiny by the local employment committees, representative of employers and employed. In addition to the requirements set out above, applicants for benefit must satisfy the ordinary rule that they be capable of and available for work and unable to obtain suitable employment. Moreover, any applicant losing his employment through misconduct, or owing to a trade dispute, or leaving it voluntarily without just cause, will be disqualified for benefit. The existing rights of ex-service men and women and merchant seamen to out-of-work donation remain unaffected, although, of course, donation and benefit can not be drawn concurrently.

JUGGLING THE FIGURES

In an effort to appropriate credit for some of the benefits to the country which are direct results of the Seamen's Act, and in order to perpetuate an expensive and useless bureau, the United States Shipping Board recently issued the following:

"The work being done by the Shipping Board's Sea Service Bureau toward the Americanization of crews on American ships is shown in a statement issued by Admiral W. S. Benson, Chairman of the Shipping Board, at Washington. It has been the aim of the Board since its establishment to do all it could toward manning American ships with American men. That work and aims of the Board have not been without results is demonstrated by the increase in the percentage of Americans being placed on ships by the Sea Service Bureau. In 1917 when the Board first started to place men on vessels, at the port of New York for example, the Americans, below the grade of officers, available and placed were less than 10 per cent of the number required. During the month of February, 1921, 76 per cent of the men below the grade of officers placed at New York were American. In order to give a picture of the whole development, I might say that during the fiscal year ending June 30, 1920, the Shipping Board's Sea Service Bureau placed on American ships 160,863 men, of which number 65 per cent were Americans. The development during the past few months has been as follows:

December, 1920	67.7% Americans
January, 1921	72.7% Americans
February, 1921	77.2% Americans
March, 1921	80.9% Americans

These figures cover the percentage of Americans placed throughout the United States. The figures show that since 1917 the percentage of Americans placed has been changed from 90 per cent aliens and 10 per cent Americans to 20 per cent aliens and 80 per cent Americans. The Sea Service Bureau is the only agency through which Americans are given prefernce on American vessels. The results accomplished by the Bureau show the necessity for its continuance if the ships which have been built by the Government are to be manned by Americans in order to make them useful as Naval and Military auxiliaries in case of war.

HUGE SHIPPING PROFITS

(Continued from Page 7)

amount necessary to maintain a family in health and decency, and $179 and $124 respectively less than the amount necessary for a single man.

"The maximum earnings of firemen are actualy $620 less adequate to maintain a family in health and decency now than in 1914. Seamen's earnings are $565 less adequate now than in 1914.

Cost of Living Declines Insignificant

"These calculations include the comparatively slight decline that has taken place in the cost of living. Latest official U. S. Government figures show that these declines have amounted to only from 5 to 8 per cent in the principal seacoast towns.

Baltimore	8.2%
Boston	6.3%
New York	8.1%
Norfolk	5.9%
Philadelphia	5.9%
Savannah	5.1%

"The facts show no reason in justice or necessity for wage reductions in the shipping industry. Such proposals at this time by the shipowners indicate their participation in the present nation-wide attempt by capital to "liquidate labor." The figures prove, however, that "liquidating labor" in this instance at least is merely a euphemism to cover a desire for wartime profiteering during peacetime readjustment."

It will be noted that in summarizing earnings of firemen and seamen for the year allowance is made for only one month of unemployment.

Owing to seasonal, broken and uncertain runs, continuous turnover, and unemployment periods under normal conditions, the figures for total yearly earnings of firemen and seamen in a great number of cases could be based upon eight or nine months' service instead of eleven months, as in the foregoing tables.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
HOBOKEN, N. J. ..... 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
NEW HAVEN, Conn. ..... 13½ Collis Street

LAKE DISTRICT

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ASHTABULA HARBOR, O. ..... J. W. ELLISON, Agent
74 Bridge Street
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PORTLAND, Ore. ..... 68 Third Street
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Labor News

Detroit reports state that eighty per cent of the men normally employed in the seventy-nine automobile plants there are back at work.

The American Federation of Labor will oppose any attempt to repeal the system of excise or "luxury" tax and substitute a sales tax.

The mill of the Weed Lumber Company at Weed, California, has started operations, and the work of assembling crews for the season 1921 has commenced.

The Hawaiian Sugar Planters' Association has announced that it was bringing 1500 plantation laborers from Porto Rico, who are expected to arrive there before July 1.

The charges of criminal syndicalism against W. Costley and Floyd Ramp, arrested at San Francisco recently, have been dismissed by Judge Lazarus because of lack of evidence.

The salmon fishermen's strike on the lower Columbia River was terminated by agreement, whereby fishermen accepted 10 cents a pound for Chinook salmon of twenty-five pounds weight or larger, and 9 cents a pound for smaller fish.

A reduction of 20 per cent has been anounced in the wages of 11,500 employes of the Oliver Mining Company, a concern owning extensive mining interests on the Meseba and Vermillion ranges in Minnesota and and Marquette and Gogebic ranges in Michigan.

By the 1st of June, approximately two thousand shipyard workers employed in the San Francisco plant of the Bethlehem Steel Corporation will be laid off because of a marked cessation of shipbuilding activity and the failure to receive new contracts.

Last week at St. Paul, Minn., the United States Circuit Court of Appeals set aside the first of the four counts in the indictment on which twenty-five members of the I. W. W. were convicted and sentenced to varying terms in the Leavenworth Federal penitentiary from the Federal District Court of Kansas.

Seven large paper mills in the United States and Canada, employing approximately nine thousand men, shut down May 11, because of failure of workers and owners to sign new agreements to replace those which expired.

The biennial convention of the Brotherhood of Firemen and Oilers at Wheeling, W. Va., adopted a resolution urging that Tom Mooney, now serving a prison term in connection with the San Francisco Preparedness day bomb explosion, be given a new trial.

The Building Trades Council of San Francisco have decided to enter the building material business. This movement became necessary when independent contractors who had signed up with the unions were unable to obtain material for their building purposes. It is alleged that [illegible] are withholding supplies from contractors willing to pay union wages.

Increase in the number of child employes in the United States has been almost exactly proportionate to the increase in total population in the last eight years. Statistics compiled by the Children's Bureau show that 78,164 minors took out permits in twelve representative cities in the country to go to work in 1920. This compares with 67,169 in 1913, an increase of 11 per cent.

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Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
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Antonsen, John
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Stiffler, Roy
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Anderson, John C.
Anderson, Gus.
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Barton, M.
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Douglas, W. Sid.
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Gunther, R.
Hansen, Adolph
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Hansen, N. M.
McGowan, John
Nicholson, C. T.
O'Brien, James
Osman, J. B.
Sandstrom, Anton
Scott, H. T.
Sorentino, Joe
Ueda, Nick
Xavers, Francis

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Alfredsen, Alf. -1961
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Aborn, J. M.
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Andersen. J. N.
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Packages

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Offerdal, Ing
Henum, Christ
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INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Nepponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic," "Cold Spring vs. Lycoming," Benoni vs. West Hargrave," "West Harcuver vs. Ozaukee," "Western Glen vs. City of Forth Worth." S. B. Axtell, 9 State St., N. Y. 3-29-21

Any one knowing the whereabouts of Axel Wilhelm Johnson, age 29, last heard of in New York, June, 1917. Kindly communicate with his sister, Mrs. Ida Larson, 3485 Sixteenth street, San Francisco, Calif. 5-4-21.

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

Domestic and Naval

It is estimated that it will require an approximate of forty-five thousand men to harvest the 1921 crop in the State of Kansas.

The United States Shipping Board has notified various operators of the approval of Gosgrove Cleverdon, Inc., as average adjusters for Shipping Board vessels. W. T. Cleverdon is well known in coastwise maritime circles, having been in the business since the Alaskan gold rush.

Plans to send at least three divisions of Pacific Fleet destroyers on a summer cruise from the San Diego base are being formulated. Captain W. V. Pratt, force commander, said that a request to send several of the destroyers to Portland, Ore., for the Rose Festival next month had been received. The opinion was expressed unofficially that the request would be complied with, and that one division of destroyers would visit Columbia River points after leaving Portland.

Rear-Admiral Welles, in command at San Diego, has received radio advices from Honolulu that search for the United States fleet tug "Conestoga," which has been missing for more than a month, had been given up. The "Conestoga" steamed from Mare Island on March 27 for Samoa, via Pearl Harbor, having a heavy barge in tow. Several days after that it was reported that the tug had lost its tow in a gale and was trying to recover the barge. That was the last word received from either craft by the Navy Department. The search for the missing tug, on which were thirty officers and men, was carried on for several days by fifteen warships, acting with aircraft, over an area approximately six hundred miles wide and embracing all the steamer lanes as far to the northwest as Midway Island.

Eight sailors, members of the crew of the Japanese steamer "Tokuyo Maru," died from exposure after having been transferred to the United States Army Transport "Buford," from their own ship, which burned off Cape Mears, on the Oregon coast on the night of May 2. Twenty-seven survivors, including a number of Japanese women and children, were transferred to the "Buford." Some of the survivors were transferred to the U. S. S. "Snohomish," of the Coast Guard Service. According to information from the vessels that went to the assistance of the burning vessel, the steamer was transformed into a huge floating furnace within an hour from the time the ship's radio flashed the first S. O. S. at about 4:30 o'clock in the afternoon. The message was picked up by radio stations all along the Oregon and Washington coasts and by half a dozen vessels proceeding coastwise. The Army Transport "Buford" picked up the members of the crew and passengers from the water and from lifeboats, to which they had been driven by the flames. The Japanese women and children on board the "Tokuyo Maru," which is operated by the Toyo Kisen Kaisha line, were passengers who boarded the vessel at South American ports en route to Japan. The "Tokuyo Maru" left Portland, bound for Japan, carrying a cargo of 1,800,000 feet of lumber and a quantity of general freight.

Domestic and Naval

Gold ingots valued at $11,000,000 consigned to various American bankers, arrived at New York last week on the steamship "United States" from Sweden.

The first 150 bales of American cotton donated to the German children's fund by Americans has arrived at Bremen from Galveston. It is reported that more than 2300 bales of cotton already have been collected, and are ready for shipment to Germany.

The British bark "Montauk," which sailed from a Pacific port some time ago, has been sold for 2000 pounds, the ship having gone aground in Manning Straits while on a voyage from Zamboanga to Sydney. She is reported to have still on board 700,000 feet of lumber.

The Los Angeles City Administration has announced that the Federal Government had authorized the establishment of an immigration station at San Pedro, the port of Los Angeles, and that harbor officials had been instructed to start the necessary buildings, which will cost about $70,000.

At Seattle the private steamship lines operating to Alaska were recently notified by R. M. Semmes that if they fail to re-establish service to Alaska this week, he, as district director of the United States Shipping Board, will dispatch one or more government-owned vessels in that trade.

Resolutions of the Hawaiian Legislature requesting legislation by Congress to permit immigration of sufficient persons to remedy an "acute labor shortage" in the islands were presented to the Senate last week and referred to the Territories Committee. They proposed that alien immigrants admitted should not exceed 25 per cent of the total insular population, a restriction designed, it was understood, to exclude Japanese.

Opportunity for young seamen to gain experience leading toward an engineer's license was opened by the announcement of the Navy Department that oilers and wipers are wanted for the new dreadnaught "U. S. S. California." Engine-room experience is desired of applicants. Men enlisted will be rated first and second-class enginemen, with initial pay of $84 and $72 a month. Full particulars may be had at the Navy Recruiting Station, 742 Market street.

The four-masted schooner "King Cyrus," concerning which anxiety was expressed by shippers, dropped anchor off Meiggs Wharf after completing a voyage of 113 days from Suva. The vessel encountered head winds and squalls during the greater part of the trip, it was stated by Captain A. E. Rosendal, in command of the schooner, one gale blowing for fourteen days. Both the fore and mainsail were carried away, and at another time the topsails and jibs.

Shortly after the French schooner "Roi Soleil" had sailed from Papeete for San Francisco, officers of the vessel discovered three Tahitians who had concealed themselves on board in an effort to reach the United States. On the arrival of the schooner they were turned over to the immigration authorities at Angel Island, where they will be kept until the "Roi Soleil" or another French vessel sails for Tahiti. The schooner encountered bad weather on the voyage here, officers stated, a calm having been followed by a severe gale

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Employees' Pension Fund	343,536.85

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Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Aalto, Henry
Adamsson, John -4144
Ahelsen, Jorgen
Allias, W.
Altonen, Carl
Ames, M. M.
Andersen, Adolf
Antonsen, Marius
Anderson, E. P.
Andersen, Henry -1526
Andersen, Jorgen
Anderson, Edvin
Anderson, G. Alexius
Anderson, Julius
Anderson, Theodor
Andersson, Hilding
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Anderson, Joseph
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Anderson, O. A. -604
Anderson, K. O. H.
Arthur, S.
Araneda, Peter
Aso, Gustav
Austin, Ed.

Baggs, H. L.
Baker, B. A.
Baranowsky, Z. S.
Bauer, Andrew
Bennetts, C. A.
Bengtson, Oscar
Bergman, G. A.
Berthelsen, Chas.
Best, D.
Bettis, F. J.
Blixt, Gustav
Bliss, L. N.
Boman, John
Boyce, Robert
Bothe, Otto
Brown, W. L.
Braithwaite, E.
Brand, Gustav
Bradley, Hubert
Bradshaw, Frank
Bresnahan, Jerm.
Britwin, D.
Burggraff, Albert
Burke, Andrew
Byrne, Michael

Carlson, Conrad
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Carlson, A. -1646
Carlson, C. D.
Carlson, Carl Edvin
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Chipps, Eric
Christensen, Niels Chr.
Christensen, C. D.
Clark, Fred W.
Clark, Lawrence J.
Clarke, Mathew
Coffee, George
Connors, Georg H.
Cobb, R. H.
Correro, Tom R.
Cumalat, J. H.
Cuthbert, W. H.
Czarnetsky, Fritz A.

Daly, Anthon M.
Danielson, Harry
Denberg, Harry van
Desich, Joseph
Dinteren, John
Dreyer, John de
Dobbelaar, A.
Drange, F. S.
Dunbane, Matt
Dumas, C.
Dunlop, Georg

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Eriksen, Alfred
Eriksen, Sven
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Ettrup, Jens
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Evensen, Peter
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Gronblom, John
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Gundersen, Tybrig
Gavrivlow, Theo.

Halstedt, L.
Handrup, Axel
Hansen, O. -2099
Harbst, John D.
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Hellsten, G. -2168
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Jacobson, Alexander R.
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Morgan, R.

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Nicholson, C. R.
Nilsen, Nils E. -609
Nilsson, Edward
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Nielsen, S. -1632
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Strom, O. H. -2680
Sund, Alex

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Takkunen, H. E.
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Thomas, Nelson
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Thomsen, Ebbe P.
Thode, Rudolph
Thompsen, Peder
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Rehnstrom, A.
Rohman, Georg
Sidoroff, N.
Takkunen, H.
Taylor, James B.
Wagner, R. H.
Ward, W. C.

INFORMATION WANTED

The following seamen who are plaintiffs in a suit brought against the Puako Steamship Company, owner of the Bark "Puako," who were beaten up by Captain Peterson and his son who are now doing their time, should report to this office at once to give their testimony or to Mr. Alden Ames, Mills building, San Francisco.

I have in my possession, all of the knives, loaded clubs and other instruments of brutality which were used by these officers on these men, having subpoened them from the United States District Attorney's office where they have been kept.

No less important is it that seamen and agents of the Union should report to me or Mr. Alden Ames the names and addresses of seamen and others who knew the reputation of Captain Peterson for brutality, inhuman treatment of his crew and his mental peculiarities prior to the employment of the crew of the "Puako" at Seattle, on the twenty-seventh day of April, 1918. Silas B. Axtell, Nine State St., New York City, and Alden Ames, Mills building, San Francisco, Attorneys for seamen. 4-18-21

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

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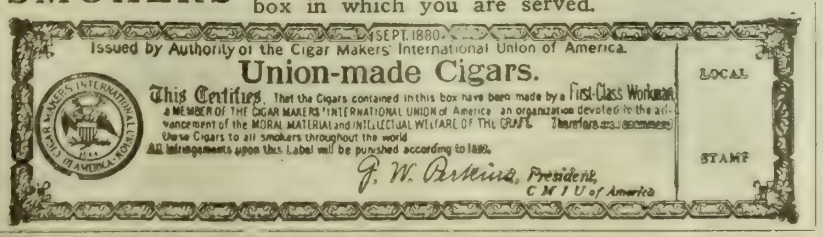

News from Abroad

Feeling over the recent elections at Fiume is still strong, and conflicts resulting in deaths and injuries continue.

Santander reports that the syndicate of metallurgical workers, assembled in national congress, decided to join the Third Internationale of Moscow.

The Jugo Slav Government has ordered that measures be taken to prevent a peasants' convention from being held at Agram for the purpose of proclaiming a Croatian Republic.

A score of persons prominent in Peruvian political life, including General Oscar Benavides, former president of the Republic, were recently deported from Peru on the Peruvian liner "Paita," for alleged complicity in a revolutionary plot.

As many as fifty deaths were reported to have resulted from religious political fighting in Morelia, capital of the State of Michoacan last week. The fighting began when a Catholic demonstration against socialistic propaganda was fired upon by socialist sympathizers and a detachment of police said to have included the chief, Vincente Coyt. Many persons were wounded.

The most violent fluctuations in foreign exchange in many years occurred at Buenos Aires, May 11, throwing the exchange market into something of a state of panic. Telegraphic quotations on the American dollar fell from 1.49 to 1.22, with swift ups and downs, but recovered and closed at 1.40. The disturbance was accompanied by rumors that the Government contemplated releasing gold for export, and also that financial disturbances were going on in New York. Other reports said financial difficulties caused in commerce by the port strike were responsible.

Some two hundred destroyers, twenty-five battleships and fifty light cruisers have disappeared from the British navy list during recent months. The British admiralty has issued an explanatory announcement, saying the vessels were all sold to British firms for breaking up. This statement was the result of reports circulated in America that Great Britain was making extensive sales of warcraft to South American governments for eventual transfer to Japan. "The only ships disposed of to foreign governments since the armistice," the admiralty states, "are the battleship 'Canada' and two other vessels, all of which were sold to the Chilean Government, for which they were originally built; one sloop to Denmark; two sloops to Portugal and one sloop to Belgium."

The French seem to enjoy spy scares as much as we do here in the United States, and hardly a week passes without a sensational plot being discovered, but they invariably end in fiascoes. The latest spy scare has just been blown sky high with the release of Colonel Kostewitz, a Russian, who was arrested in Boulogne a month ago, when it was discovered that he was secretly studying mysterious designs and charts. Colonel Kostewitz was engaged by the British army to explode shells left by the British forces in munition dumps in Northern France. After long inquiries, the French police are satisfied that Colonel Kostewitz's charts, instead of being plans of channel coast fortifications, were really only technical papers used by him in his work.

With the Wits

At a banquet given by a large body of educators, the speaker of the evening rose and began his address with the words, "Long live the teachers!" He was interrupted by a tall, emaciated young man who rose from the rear of the room and in a sepulchral voice queried, "On what?" —Everybody's Magazine.

Howell—Last night was the hottest night in the year.

Powell—Not for me; the hottest night for me was when my wife discovered that my pay had been raised and I hadn't told her.—New York Sun.

Saving Money.—Mrs. Doughless—I saved the money to buy this coat, darling.

Doughless—How did you manage it, precious?

Mrs. D.—I bought it with the money you gave me for a new hat and had the hat charged to your account. — The American Legion Weekly.

Hefty Comeback.—English Tommy (in poker game)—Well, I'll wager a bally pound on this.

American Darky (holding four aces)—Ah dunno too much about yo' ol' English money, but I'll bump you a couple a' tons.—Purple Cow.

Not That Kind of a Bird.—An old dame at a railway station asked a porter where she could get her ticket. The man pointed in the direction of the ticket office.

"You can get it there," he said, "through the pigeon-hole."

"Get away with you, idiot!" she exclaimed. "How can I get through that little hole? I ain't no pigeon!" —Houston Post.

The train was going up a very steep grade, and with unusual difficulty the engineer succeeded in reaching the top. At the station, looking out of his cab, the engineer saw the new brakeman and said with a sigh of relief: "I tell you what, my lad, we had a job to get up there, didn't we?"

"We certainly did," said the brakeman, "and if I hadn't put on the brakes, we'd have slipped back." —Tom Dreier in Forbes Magazine.

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VOL. XXXIV, No. 38. SAN FRANCISCO, WEDNESDAY, MAY 25, 1921. Whole No. 1754.

LIVING STANDARDS HELD LOW

Remuneration of Workers Based on Principles of Mere Existence

The business community has its mind set upon wage reductions. "Labor must be liquidated" is the chorus that resounds across the country. Until wages are lowered prosperity will not return, it is argued. Others say that houses cannot be built at present wage levels. The railroads and steamship lines insist that pay decreases are the prime condition of their financial solvency. The clothing industry has urged that a reduction in wage rates was prerequisite to breaking the consumers' strike. A powerful conviction that labor costs must be scaled down is operating througout the nation. So dominant is this feeling that the United States Steel Corporation, which a few weeks ago announced that it would not reduce wages until the cost of living justified a lowering, felt impelled last week to lop 20 per cent from the pay rates. The Steel Corporation is the biggest single business entity in the United States but not even its force was sufficient to withstand this insistent demand which is so wide-spread. Where labor is organized the unions are challenging this demand with varying degrees of success. The textile workers, semi-organized, have experienced severe reductions. The unorganized workers in automobile factories, when they have had work at all, have found employment at greatly lowered rates. The issue in the shipping strike, where the present demand is for a 15 per cent cut is, however, still in the balance. The United States Railroad Labor Board has reached no decision, although both the railroads and the unions have presented a mass of evidence to fortify their respective positions. In the printing industry in different places reductions have been accepted by the unions after arbitration proceedings. The building trades unions, which in many cities are on strike because of the unwillingness to work at lowered rates, announced last week that they would arbitrate the question. The unions too, it can be fairly said, although they have resisted the exact reductions demanded of them, have begun to yield to the belief that a lowered wage level is inevitable. They are in the "trading" state of mind. The economic movement to them also seems to be irresistible. Their effort is to modify it as much as possible.

In such a situation it behooves the public, in whose name so many of the changes are demanded, to consider the facts broadly and to seek to discover any principles which may be used to govern the movement in progress. Are there any principles which may be applied to wages? To answer this question it is necessary to examine the controversies which have been passed upon by arbitrators, for in such proceedings attempts have been made to state wage principles. The principles which have emerged and which have been used in wage arbitraments have not, however, been universally applied. For only the economically strong, that is to say the organized, have been able to obtain arbitration. Workers who were not members of powerful unions have had their wages fixed by their employers. In their cases other principles have been used.

Until 1915, except in the entrenched trades, it is accurate to say that the law of supply and demand governed wages in the United States. How this operated might be illustrated in many ways. A case from Chicago will, however, suffice. Some fifteen years ago teamsters in that city sought a wage increase. The group in question was being paid $2 a day. They made a cost-of-living study which proved that it was impossible at the existing level of prices for them to maintain their families with such incomes. Their employer examined their figures and pronounced them to be correct. "But," he added, "I can hire teamsters for $2 a day and if you can't live on that, others are willing to try." That was the principle which fixed wages generally. Labor was a commodity and labor got no more than the law of supply and demand permitted. The "going rate," the market price, was given and it was given with an utter disregard of the social consequences it entailed. In March, 1915, according to the last report of the New York State Industrial Commission, the average wage paid in the New York factories was $12.65 weekly. Numerous studies, national and State, showed that the great majority of adult male workers had far less than enough to support families in health, not to mention comfort. The Bureau of Labor Statistics, the Federal inquiries into immigration, into the condition of women and child wage-earners, into the steel industry, added the force of their weight to make clear that one conclusion. Many State reports fortified it. The great majority had too little.

The social consequences of this inadequacy were dire. The studies of the Federal Children's Bureau, for example, manifested the fact that infant mortality bore an inverse ratio to the annual earnings of fathers. In a given town among those families where the earnings of men were above $1,000 the death rate of children during the first twelve months of life was about eighty out of every thousand; where the earnings were less than $10 weekly the death rate was over two hundred and fifty in every thousand. In the South the relation between pellagra and insufficient earnings was laid bare. Tuberculosis was also found to be a disease of poverty. Studies of school children manifested the probability that many millions, a third to a fifth of all the children in the nation, it was reckoned, were suffering from underfeeding. Public opinion reached no general conclusion as a result of these demonstrations, although such men as the late General W. C. Gorgas stated boldly that an increase in income offered the greatest possible hope of improving public health.

An increase in income came with the war. For the first time women who had previously from necessity left children in order to supplement the earnings of their husbands were able to find their place in the home. Tuberculosis was reduced to a low level. The condition of the people improved and that despite the acute housing shortage which almost everywhere was suffered. Wages, curiously, went relatively much less high in the organized industries than in the unorganized. The Bureau of Labor Statistics showed, on the basis of an index number of one hundred representing full-time union earnings in 1913, that wages had risen to 189 in 1920. This was an increase in wages hardly proportionate to the change in the value of money.

In the unorganized industries, such for instance as rubber, the wage increases were relatively greater. The skilled trades, with such exceptions as those involved in shipbuilding, did on the whole scarcely more than maintain their position. This position, however, was privileged, in that in 1914 a skilled artisan could in most unionized trades support his family while the unorganized worker could not do so without assistance from his wife and children.

Such roughly is the situation which calls for the application of some guiding principle. In this country, during the period of the war, one rule began to obtain a wide approval. It was the principle of the living wage. Industry, it was held, ought to pay not merely the market rate, but a living wage. The National War Labor Board applied this principle. Congress wrote it into the Transportation Act, in spite of the fact that most railroad employes got less than a living wage at the time the law was passed. Can it now be utilized? It clearly is not being applied. The wage of a common laborer under the new rate announced by the United States Steel Corporation is $4.05 a day for ten hours' work. Judge Gary stated that the twelve-hour day would be eliminated within a year. Previously he had said that the seven-day week had been abolished. A ten-hour day for three hundred and thirteen days a year would net a steel worker $1,267.65. This is not sufficient to support a man, his wife and three children according to any estimate of the cost of living under present conditions. The wages proposed by Admiral W. S. Benson for the shipping industry also disregard the cost of living. The new rate for a fireman on Class C steamers is $75 monthly. Even with free board on ship this will not maintain a family. The average weekly wage paid in New York factories during March was $26.97 which also was less than is called for by a minimum budget.

The questions then arise: Can American industry afford to pay living wages? Is the cost of living a sufficient principle to determine the payment of workers? Is it needful for the great majority of workers to work for wages which will not enable them to maintain families? Is this the price which prosperity inexorably exacts? Is there a remorseless law of supply and demand which overrides the rule of the cost of living? In Australia an approach toward a solution of these questions has been made. Justice Higgins has referred to the living wage as a sacrosanct principle. Australian industrial courts have ruled that industries which could not pay living wages had no right themselves to live. In this country apparently we are not ready for such a doctrine. We hold rather that industry is not sufficiently productive to warrant the payment of rates computed on the basis of the cost of living. In doing this our

practice controverts our conscience. Every American insists that the cost of living measures a level below which none should sink, but few Americans are persuaded that it is practicable to apply such a creed. Yet it must in time be applied. Mere subsistence is not of course the summit of the aspiration of workers. When men are strong enough they demand a share in prosperity, a share in the good things of life. The railroad brotherhoods have reached that place in the economic ascent. But for the masses of toilers the cost of living is still the goal. They seek not comfort but security. Is the American genius capable of satisfying this demand? The present trend of wage discussion gives small reason for hope.

WILLIAM L. CHENERY in The Survey.

AN IMPORTANT DECISION

The following opinion, rendered by Judge Neterer, in the Southern Division of the United States District Court for the Northern District of California, is of great importance to seamen.

The ruling sustains the right of a crew to first and prior charge against the vessel and fully interprets the provisions of Section 4529, Revised Statutes of the United States, as amended, Compiled Statutes 8320, which provides that

"Every master or owner who refuses or neglects to make payment in the manner hereinbefore mentioned without sufficient cause, shall pay to the seamen a sum equal to two days' pay for each and every day, during which time his delay beyond the respective periods, which sum shall be recoverable as wages in any claim made before the court."

"The fact that a receiver was appointed for the Claimant (Intervening Libelant) cannot shift the burden for non-payment from the ship to the wage-earner, especially where the ship was already in the custody of the Admiralty Court."

The Opinion follows:

IN THE SOUTHERN DIVISION OF THE UNITED STATES DISTRICT COURT FOR THE NORTHERN DISTRICT OF CALIFORNIA

FIRST DIVISION IN ADMIRALTY

Richard J. Spencer, C. V. Miller, R. H. Councill, Tim Harrigan, Franklin Adrean, Jr., Frank Garlock, Birger Johansen, Fritz Shilling, Axel Johnsson, John Lahtimen, William H. Crawford, J. B. Hughes, Walter S. Austin, Leon A. Carter, Campbell A. Hobson, W. Owens, W. C. Ward, N. E. Austin, Charles V. Smith, H. D. Wright, Robert Dougle, John Lopez, William Ovid, S. J. Ryan, G. Garfield, and D. W. Davis, Libelants, vs. The American Motorship "Benowa," her engines, boilers, tackle, machinery, apparel and furniture, Respondent. Pacific Motorship Company, a corporation, Claimant. The Commonwealth of Australia and William Morris Hughes, Attorney General of said The Commonwealth of Australia, for said The Commonwealth of Australia, Intervening Libelant. (W. E. Gerber, Jr., Substituted Intervening Libelant.)

No. 17132. Supplemental Decision. Filed May 17, 1921.

Ira S. Lillick, Proctor for Libelants.

Pillsbury, Madison & Sutro, Proctors for Respondent and substituted Intervening Libelant, W. E. Gerber, Jr.

Neterer, District Judge.

The libelants, on January 21, 1921, signed articles with the master of the steamship "Benowa," at the Port of Baltimore, to ship on a voyage from the Port of Baltimore to via one or more coastwise ports to one or more ports on west coast of the United States, and final port of discharge on west coast of the United States, for a period not exceeding three calendar months, "and if crew is discharged on the west coast, transportation will be paid back to Port of Baltimore, Maryland."

The vessel arrived in San Francisco February 28, and was discharged March 17 at the Port of San Francisco.

On March 8 an action was commenced by the Commonwealth of Australia and others, plaintiffs, vs. Pacific Motorship Company, a corporation, and others, defendants, owners of the "Benowa," praying the appointment of a receiver. The receiver was appointed on the 26th day of March for eleven motorships, including the "Benowa," and for the interests of the defendants in thirteen other ships. The receiver qualified on the 28th of March.

This libel was filed on March 15. On arrival of the vessel in the Port of San Francisco, there was a scarcity of provisions on the steamship "Benowa" the claimant being unable, apparently, to supply the same; but the master and crew remained on the ship. The receiver did nothing for the physical care of the ship, or for supplying the same, or for the supplying of any provisions, the ship being in the custody of the United States Marshal.

Demand was made upon the master for 50 per cent of the wages earned on the voyage upon arrival at the Port of San Francisco. Payment was refused by the master, it then not being determined whether discharge would be made at this port, and he being unable to pay because of the financial condition of the company. The master and crew, except two or three members of the crew, remained on the vessel and discharged the routine duties of the vessel, which was lying at anchor. No provisions being furnished, the men not being paid, and being without means of support on the 10th of March, 1921, the following agreement was entered into by the officers and members of the crew with J. R. Wilson, Inc.:

> "We the undersigned officers and members of the crew of the M/S 'Benowa,' do hereby agree to pay from our subsistence money or wages, a pro rata share of accounts, for stores supplied by the firm of J. & R. Wilson, Inc. to us, on presentation of accounts by said firm, mentioned above, upon payment to us of above subsistence or wages by our attorney, as will be due us from above named vessel.
>
> "We will authorize Mr. Spencer, first mate, and Mr. Crawford, chief engineer, to check all accounts for us, though in case of necessity, accounts will be open for inspection by members of the crew."

This being signed by all of the libelants, was endorsed as follows:

> "J. R. Wilson, Inc.: On the above order, I agree to withhold from any payment that may be made me for subsistence of crew and to pay you on approved bills (by Mr. Spencer and Mr. Crawford) the amount that may be due you for provisions so furnished. Ira S. Lillick, Attorney for above named crew."

The receiver, in his testimony as to what he did with relation to the "Benowa" states:

"The only action that was taken was to address a letter to the master of the ship, enclosing a notice to the crew advising them that the 'Benowa' was in my hands as Receiver, and notifying them that their services were no longer required, and they were ordered to get off the ship."

The notice was dictated and sent out on April 1, 1921. No payment was made or tendered to the officers or crew, nor any arrangement made for their subsistence.

On the 27th day of April the following tender in writing was filed in this proceeding:

> "Now comes William E. Gerber, Jr., and hereby offers to pay to libelants herein the sum of fifty-six hundred and nine and 20/100 Dollars ($5609.20), being wages due to libelants in accordance with the shipping articles mentioned in the libel herein, up to and including the 17th day of March, 1921, which said sum is herewith deposited with the clerk of this court.
>
> "Said Willian E. Gerber, Jr., likewise offers to pay to libelants their costs heretofore incurred herein.
>
> "Said William E. Gerber, Jr, likewise offers to furnish to such of libelants as may desire the same, transportation in accordance with said shipping articles."

On or about May 5, 1921, the "Benowa" was released from the receivership. On May 10 Gerber was substituted as intervenor in place and stead of the Commonwealth of Australia.

On the 27th of April, 1921, the parties hereto and Messrs. Thacher & Wright, appearing for McIntosh-Seymons Corporation, Henry C. Peterson, Inc. and E. C. Genereux, appeared before the Court, and such proceedings were had that an order was entered referring this cause to Francis Krull, United States Commissioner, to take the testimony and report findings and conclusions. Testimony was thereafter taken and returned into this Court.

On the 14th of May, 1921, a decision was filed. On the 16th of May, upon the suggestion of Thacher & Wright, the matter was reassigned for argument on the 17th of May, at which time appeared Ira S. Lillick, Esq., and Arthur Olson, Esq., appearing for Libelants, and Felix Smith, Esq., representing Messrs. Pillsbury, Madison & Sutro, for Respondent and Substituted Intervening Libelant, W. E. Gerber, Jr., and Messrs. Thacher & Wright appearing for McIntosh-Seymons Corporation, Henry C. Peterson, Inc., and E. C. Genereux.

It is the contention of the Libelants that they are entitled to wages earned under the shipping articles, less amounts paid, either cash, or from the "slop-chest," together with penalty provided by Section 4529, Revised Statutes of the United States, as amended, Compiled Statutes 8320, while the Intervenors and Claimant contend that the only liability that should obtain is the amount of wages due on March 17, that because the financial condition of the Claimant "is sufficient cause" to avoid the penalty thus provided.

The contention that the Libelants are not entitled to their wages at the time of the discharge of the cargo on March 17 and the statutory penalty thereafter is not well founded. There is no ground for controversy with respect to the wages which were earned and which were due. The provision of the section invoked is:

> "Every master or owner who refuses or neglects to make payment in the manner hereinbefore mentioned without sufficient cause, shall pay to the seamen a sum equal to two days' pay for each and every day during which time his delay beyond the respective periods, which sum shall be recoverable as wages in any claim made before the court."

The contention that the penalty is a personam liability and may not be impressed as a preferred lien with the wages is likewise out of harmony with the plain sense of the statute, which provides that pay for delay of payment shall be recoverable **as wages in any claim made before the court.** It is, in effect, an increase of wages on the failure of the master to promptly pay.

> Covert v. British Brig "Wexford," 3 Fed. 577; The "Charles L. Baylis," 25 Fed. 862.

And when wages are earned and are due, there is no ground for controversy as to the right to receive payment,

> The "Amazon," 144 Fed. 153.

the only contention being that the inability of the Claimant to pay because of lack of funds is "sufficient cause" to avoid the penalty, clearly the intent of the statute is not to hold the wage earner responsible for the financial inability of the ship to meet its wage obligations. Wages are a first and prior charge against the vessel. It would be manifestly unjust, in some instances inhuman, to discharge a seaman without payment of wages, without means of support, excusing a ship from the plain provisions of the statute fixing a penalty for default which in no sense was caused by the seaman. The seaman is a ward of the Court of Admiralty, and he may not be discharged many miles from his home port without wages and without means of sustenance, and bear the penalty which the statute places upon the ship. The purpose of the statute plainly is that the seaman shall be protected against enforced idleness and non-subsistence by being required to wait for payment of his wages when he is without fault and no sufficient cause exists other than the financial inability of the ship.

And, likewise, the Libelants are entitled to transportation, together with subsistence en route, for all such as desire to return to their home port.

The fact that a Receiver was appointed for the Claimant cannot shift the burden for non-payment from the ship to the wage earner, especially where the ship was already in the custody of the Admiralty Court. I know of no case, and none has been called to my attention, where a contrary rule has been announced in this or any other District upon a like state of facts.

A decree may be presented in accordance with this opinion, the vessel sold, the proceeds applied to the payment of the claims of the Libelants, and the balance to remain in the registry of the Court, subject to further disposition with relation to any claims which may be decreed against the same.

This decision is to supersede that filed on May 14, 1921, which is hereby expunged from the record.

Judge.

Dated: May 17, 1921.

ADDITIONAL PACIFIC COAST MARINE

Work has begun on the installation of a refrigerating system in the steamer "West Camargo," now at the Union Construction Company's yard. The installation is expected to be completed late in June.

With the arrival in port of the Admiral Line steamer "Senator," the Pacific Steamship Company completes its withdrawal from the East Coast trade of Central America and Mexico. Previously the company took off the steamer "Admiral Farragut" so as to fill in the coastwise passenger service in making up the schedule when the steamer "Governor" foundered in Puget Sound.

The Government has some extensive plans in view to be worked out in favor of the Coquille river bar this season, and work will be started at once with a capable line of dredges and tenders, including a twelve-inch suction dredge, a rock dredge and the Government tug "Wilson." The suction dredge is a new machine just being finished at the Kruse & Banks shipyard at North Bend, and its purpose is to dredge from the bar at Bandon between four and six feet of sand which covers rock which is to be removed to provide a greater depth of water and safe conduct for ships entering and departing. This sand must be taken out before the rock is available for work by the rock dredge, which uses a blasting outfit. The suction dredge will carry a large yardage of sand and this will be taken to sea in tow of the "Wilson" and dumped. The Government will also complete an annual survey of the lower Coquille river, between Bandon and Coquille, and probably as far as Myrtle Point.

Weekly News Letter
Contributed by the American Federation of Labor

Would Give Away Alaska

A bill introduced in the House would create the Alaskan Development Board, which would have power to give away the natural resources of that immense country. This board would have control over the national forests, water powers, bird reservations, agricultural experiment stations, fisheries, game and fur-bearing animals and the unreserved public lands of a territory more than one-sixth of the total area of the United States. The bill would evict from Alaska the various departments of government and set up a form of administration wholly different from anything that exists in any State or territory. Even the President could not disturb the board except for neglect of duty and malfeasance in office, and the only control Congress would have would be to withhold appropriations or repeal the law creating the board.

In opposing the bill Secretary of Agriculture Wallace shows that if the board refused to grant or renew any application, entry, patent, lease, permit, license of privilege in Alaska, the applicant could appeal to the Secretary of the Interior, but if, on the other hand, the board should grant the application, that would end the matter.

As an indication of the untold wealth that would be at the disposal of this board, responsible only to itself, Secretary Wallace shows that there are 20,000,000 acres of national forests in Alaska, created between 1902 and 1908.

"We have in Alaska," says the Federal official, "the opportunity to create a second Norway."

Reason for Opposition

The reason big business wants the excess profits tax removed was shown in a decision by the United States Supreme Court, which has rejected the claim of the La Belle Iron Works that increased valuation should be considered as invested capital and is therefore not taxable.

In 1904 the company bought iron ore lands in Minnesota for $190,000. In 1917 this property increased in value to $10,000,000, which the company covered by a stock issue and carried it under invested capital.

The company resisted the Government's attempt to collect taxes on this increased value of $52 for every dollar originally invested, on the ground that the $10,000,000 stock issue represented invested capital.

In denying this claim the court said that every line of the law "shows evidence of a legislative purpose to confine the account to such items as were paid for in stock or shares specifically issued for it and to their value 'at time of such payment.'"

Hundreds of millions of dollars in taxes are involved in the decision, as there are few partnerships or corporations which do not carry on their books an item showing substantial sums resulting from increased value of capital assets. According to the Supreme Court's decision, these valuations are not exempt from taxation.

While the decision shows the real reason why big business wants the excess profits law repealed, it also illustrates a major reason for high prices which business places on its products to pay dividends issued on increased valuation that is generally a matter of bookkeeping.

Railroads Seek to Degrade

Would some railroad managers be satisfied if they were permitted to employ Chinese?

Testifying before the Senate committee that is investigating the railroads, Julius Kruttschnitt, official of the Southern Pacific Railroad, said private corporations are employing unskilled labor for $1.80 and $2.50 for a ten-hour day and the railroads want the same right.

In his plea for lower wages the official was forced to shatter several high-wage illusions. He showed that the latest Interstate Commerce Commission report gives the information that in the last three months of last year the railroads employed 276,829 track laborers, who were paid $3.78 for an eight-hour day.

Mr. Kruttschnitt did not inform the committee how he would like to support a family in these times on $22.68 a week, but he did plead for a ten-hour day and a wage rate of $1.80. He said this would save the railroads $550,000 to $600,000 a day—and, incidentally, go a long way toward guaranteeing a 6 per cent return to railroad stockholders.

Will Resist Reaction

At a conference of trade unionists and farmers in Lincoln, Nebraska, it was agreed to circulate petitions for a referendum on three reactionary laws passed by the last Legislature. The obnoxious statutes are:

Anti-picketing.

Prohibiting the establishment of a bank in any community unless it can be "conclusively shown" that there is a public necessity for such bank. This law makes a dead letter of the co-operative bank law because of the power that banks wield in their respective communities.

Providing that every country voter must register with the county clerk and make oath as to his party affiliation. The clerk is directed to refuse to register a voter who fails to give a satisfactory reason why he wishes to affiliate with another party.

Shipowners Camouflage

In an effort to create hostile public opinion against striking seamen and marine engineers, shipowners at Baltimore, Md., are printing advertisements in the daily press that "foreign agitators are using the strike to destroy the American merchant marine."

These same shipowners, together with Admiral Benson of the United States Shipping Board, refused the request of seamen and marine engineers, before the strike, that Americans be given first preference in employment and that second preference be given workers who have declared their intention of becoming American citizens.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

A shortage of beer is reported throughout the United Kingdom generally as one of the consequences of the lack of coal, due to the miners' strike. This has led "Punch" to remark that it feared something serious would eventually happen.

It is reported that the coal workers of Antwerp, who struck in sympathy with the British coal miners, resumed work on May 17, and have again gone out on strike. The previous return was due to a misunderstanding.

The workers of Argentine believe in 100 per cent organization. Recently the Claqueurs, boys and men whose vocation is to create applause in the Buenos Aires theaters, have demanded the right to be unionized as a regular part of the theatrical profession.

A general strike in Norway has been called for May 26. The Central Labor Department has called out members of all unions in support of the Seafarers' Councils and Maritime workers; 126,000 will cease work. Government workers, railroad men, hospital attaches, and Fire Department are excluded from the order.

The general industrial situation in Belgium is steadily growing more complicated. Whereas the mechanical construction and the cement industry continue comparatively prosperous, the condition of other staple lines, especially metallurgy, glass, and textiles, remains unimproved—unemployment and shutdowns becoming more frequent. Labor difficulties, while not widely extended, have occurred with increasing frequency in connection with projected wage decreases or with diminished working hours.

The average wages of skilled workmen in Hungary are from 400 to 600 crowns weekly, representing average yearly earnings of 20,800 to 31,200 crowns. In contrast to this, the average yearly income of 6900 teachers in Budapest is 13,000 crowns and that of 5700 employes of the City Administration, 12,000 crowns. The average weekly wages of an unskilled workman are 300 crowns. The fact that wages have risen from fifteen to twenty times as great as in 1914 means nothing to the worker, due to the correspondingly rise in cost of living, which has risen about fifty times as great. Conditions under which teachers in Budapest find themselves are intolerable.

Australian trade unionists are resisting the general movement to cut wages. Advantage is being taken of the unemployed army, and the public press assures the workers that "it is the consensus of opinion" that rates should be reduced. "There is not the slightest justification for the specious argument that wages are too high," says the Australian Worker. "If there is any charge upon industry that has to be lopped off, let the process be confined to the extravagant profits taken out of the pockets of the Australian public. It has been shown that during the war, under the thin guise of patriotism, the very capitalists who today howl for wage reductions plundered the workers unmercifully. There never was a decent standard of comfort for the basic wage workers of this country. They have never been able to live under conditions to which, as creators of the wealth of the commonwealth they are entitled."

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If you are an American or want to be one, or if you don't know, get Axtell's book and find out what America stands for today. What are you doing to see that equal opportunity to each Citizen of the United States in this great land, is preserved? The Seaman's Act, the Emancipation Act of seamen, a bloodless victory for the organization of workers, freeing more men than the Civil War of 1865 and without bloodshed, is fully explained in this book. Postpaid retail price, $1.00.

Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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INFORMATION WANTED

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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REMOVAL NOTICE

Members of the Masters, Mates and Pilots' Association of the Pacific, and shipping interests in general, please take notice that, on and after April 30, 1921, the Headquarters of the Masters, Mates and Pilots of the Pacific will be located at 52 California Street, in place of 62 Steuart Street, San Francisco, Cal. The telephone number will remain the same as present: "Kearny 2034."

W. H. STARK, Sec'y.

INFORMATION WANTED

Anyone knowing the whereabouts of John Johnsen, a native of Bergen, Norway, and a member of the Sailors' Union of the Pacific; last heard of in Norfolk, Va., on board the S. S. "Lake Texan," kindly communicate with his brother, Andrew Johnsen, P. O. Box 65, Seattle, Wash. 4-27-21

Anyone knowing the whereabouts of Robert J. Philpott will please notify his mother, Mrs. Philpott at 547 East Julian Street, Savannah, Ga. Philpott's father has died, and his mother is anxious to have him return. 4-20-21

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Pacific Coast Marine

At a meeting of the Pilot Commissioners to be held at San Francisco the first Monday in June, a pilot is to be appointed to replace the late Captain Charles Korts.

The contract for repairs to the motor-ship "Santa Flavia" has been let to the Winslow Marine Railway and Shipbuilding Company at Seattle. The "Santa Flavia" was slightly damaged recently when she went aground off the coast of Peru.

After many trials and tribulations while confined through legal moorings in the harbor of Honolulu, the schooner "Zampa" has departed the island port, bound for San Francisco. Last February the schooner put into Honolulu leaking. Several attempts were made to get to sea after minor repairs and the vessel each time was forced to return. Finally the crew libeled the vessel for wages and she was sold at public auction.

Laden with a cargo of merchandise from the Atlantic Coast, the steamship "Arizonian," Williams, Dimond & Co., arrived at San Francisco from Boston and New York. After unloading a portion of her freight, the ship proceeded to Seattle and Portland, thence to Honolulu. The "Arizonian's" crew, having been signed on the Atlantic Coast, she will not be affected by the strike until her return to New York. The "Texan," operated by the same company, is due here May 25.

The United States Hydrographic Office has advised marine circles that the master of the steamer "Admiral Schley" reported sighting two small masts standing upright, one ten feet and the other fifteen feet, out of water with rigging attached, in latitude 45:37, longitude 124:44. It is believed that the masts protrude from a submerged vessel, possibly the wreck of some schooner.

Bringing a full list of passengers from the Antipodes, the Oceanic Steamship Company's liner "Sonoma" arrived in San Francisco last week. Among her passengers were many notables from Australia, en route to England on annual tour. Captain Trask, skipper of the liner, reported an uneventful voyage, with excellent weather prevailing throughout. Deck games and sports enlivened the voyage for the passengers, while many social functions were held in the salon in the evenings.

Secretary of Commerce Hoover has ordered the customs officials at San Francisco to secure full and complete information from the Marine Exchange relative to all American vessels, arriving, sailing or tied up at San Francisco harbor. It was stated that the data was needed to permit the cabinet officer an opportunity to make an official survey of the marine situation in his desire to determine what effect the maritime tie-up is having on American commerce and trade.

The truth of the adage that "It's an ill wind that blows nobody good," still holds good. One of the luckiest accidents that ever happened to any steamship company, according to Richard Prosser, assistant coast manager of The Williams Line, was recent labor trouble aboard the steamers "Willhilo" and "Willpolo," which occurred before the big marine strike. Because of this early mix-up with the crews, the Williams Line officials found it necessary to sign new articles, which at that date were at the old rate, and by this manuever their steamers will ply from this coast to the Atlantic and return before the crews will leave the vessels.

The Danish motor-ship "Fionia" arrived at San Francisco from Copenhagen recently with a cargo of European goods, among which was a large quantity of window glass from Antwerp. Much speculation was caused along the waterfront as to the disposal of fifty cases of champagne, another item on her manifest. The total cargo was two thousand tons. The "Fionia" will be followed in a few weeks by another motor-ship, the "Panama," also sailing from Copenhagen, and one of the more recently built vessels operated by the company. The "Fionia" is comparatively an old-timer, having been here four years ago. The local agents are the East Asiatic Company.

Foreign steamship companies operating out of Coast ports to the Orient who have been restricted from carrying passengers or freight from the mainland to Hawaii or Honolulu to American ports because of United States regulations, are being granted this privilege by special permit, due to the tourist congestion at Honolulu and the marine strike. This lifting of the ban is believed, in local shipping circles, to be only temporary, and the maritime law of Uncle Sam, giving favor to American vessels, it is believed, will be re-established as soon as the situation warrants. The lines affected are the Japanese T. K. K. Line and the China Mail Steamship Company.

Charter rates from Portland to the United Kingdom range from 58 shillings, 9 pence to 65 shillings. The low-water mark in grain charters for the week is reported for an unnamed steamer, which has been fixed to take ten thousand tons of wheat or flour from the north Pacific to the United Kingdom for May loading. Charter rates for other steamers previously listed for Portland loading are as follows: "Benlidi," 62 shillings, 3 pence; "Alkkmaar" (Dutch), 62 shillings, 6 pence; "Formosa," 60 shillings. The highest charter rate is 70 shillings for an unnamed steamer of eleven thousand tons deadweight capacity for May loading of a wheat cargo from the Columbia river to the United Kingdom.

Charles E. Ware, Jr., president of the North Atlantic and Western Steamship Company, has issued the following statement: "There have been persistent rumors on contemplated combination of steamship companies engaged in the intercoastal trade to the effect that the North Atlantic and Western Steamship Company would consolidate in a new company with two other lines at present operating in this trade. It is not the intention of the Nawsco Lines to enter any such combine. The North Atlantic and Western Steamship Company was the first intercoastal line organized since the war to operate solely between Boston and Philadelphia and the principal cities of the Pacific Coast, and has had twenty-five sailings from the two Atlantic ports since February 28, 1920. Our company is giving a dependable, reliable service between the communities which it serves and this service will be increased from time to time as conditions warrant. The company is sure that it can best serve the shipping public of both coasts by retaining its own identity and continuing its independence."

A new record is transpacific service was established when the Pacific Mail steamer "Golden State" entered San Francisco bay thirteen days, seven hours and forty-eight minutes after leaving Yokohama, exclusive of the time spent at Honolulu. Her average speed during the return run was 16.62 knots per hour, the ship's officers stating that consumption of oil was under that generally required for such speed. The fastest run in proportion to the distance between ports was made from Yokohama to Honolulu, the total time being eight days, nine hours and thirty-seven minutes, with an average speed of 17.7 knots. Her steaming time from Honolulu was four days and twenty-two hours, a record equalled only by that of the Great Northern, which completed the voyage in eighteen hours under the time of the "Golden State."

Approximately six million feet of lumber recently cleared from Aberdeen and Hoaquim mills in three big carriers. They are the steamers "Colin H. Livingstone," "Willpolo" and "Artigas." All will go to the East coast. All are of the 3800?ton class. The "Artigas" loaded at the Anderson and Middleton dock, while the other two vessels took on their cargo at the National mill. None of the ships are affected by the marine strike, as they shipped their crews for a round trip before leaving the East coast.

Ten per cent reductions in all Puget Sound towing rates except for harbor work are provided in an application filed with the State Department of Public Works by the Northwestern Towboat Owners' Association. The reductions will cover all log towing on the Sound and will go into effect June 1 if necessary permission is granted by the State Department. The new tariff, it is said, will virtually restore the Puget Sound towing business to a pre-war basis. Members of the association say it was adopted as a means of helping to stimulate the logging and lumber milling industries.

Despite the slump in world trade during the past year, San Francisco's harbor has maintained an even keel, surpassing any other port in the United States proportionately in business and leading by far any Pacific Coast port, according to a survey just completed. Much credit for this generous share of world trade into San Francisco harbor is given by shipping interests to members of the State Harbor Commission, who have instituted many port facilities encouraging "shipment via San Francisco." According to tables prepared by harbor experts just made public, foreign tonnage at this port for 1920 between the two leading coast ports is as follows: San Francisco, 3,505,680; Seattle, 1,410,415. For the three months of 1921 the tabulation gives these figures: San Francisco, 602,569; Seattle, 194,722. The total yearly tonnage at San Francisco port, domestic and foreign, for 1920, was 9,158,369, or nearly 4,000,000 tons greater than that which patronized Seattle. John H. McCallum, president of the board, and his two colleagues, Harry H. Cosgriff and Frederick S. Moody, declared that San Francisco harbor, possessing forty modern piers, with its belt railroad connections, sheltered anchorage and rail terminals, has potential possibilities for future expansion and are busy arranging their plans accordingly.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

International Seamen's Union of America

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(Continued on Page 11)

The Seamen's Journal

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BY THE
SAILORS' UNION OF THE PACIFIC

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J. VANCE THOMPSON.....Editor
S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, MAY 25, 1921.

MORE THAN FIFTEEN PER CENT

It has been the general custom for seamen to ship under signed or tentative agreements with the shipowners; they have dealt with their employes collectively, and the right to so bargain, of late years, has not been questioned except by a few anti-labor employers.

The operation of this system has been of great benefit to vessel operators, due to the fact that their ships have never suffered delay; they have not been subject to demands of man hunters, and they have invariably had their vessels manned by willing and competent crews.

During the war period, when shipyards became a refuge for ex-pugilists, ex-bartenders, ball players and others from non-essential activities; and while thousands from higher social stratas were swarming governmental offices at Washington, D. C., and other places; the seamen were actively engaged in their calling. The extra hazard of mines and submarine, added to those regularly encountered, were taken as a matter of course.

As the war progressed and the cry was raised for ships, and more ships, the steel combine, shipbuilding firms and other like industries extracted of our Government in its extremity exorbitant and criminal profits.

Many shipyard workers, employed through influence, received wages based on a cost plus plan, which gave at least temporary prosperity.

These were also the halcyon days for shipowners, and rates were boosted for all the traffic would bear, while the value of ocean tonnage increased by leaps and bounds. Shipping interests waxed fat beyond the dreams of avarice, on the necessity of the times.

In striking contrast to the conscienceless profiteering of ship magnates, the seamen continued in performance of their duties, accepting the slightest wage increase and most moderate revision in conditions.

Americans sought the sea in answer to the Nation's necessity and attraction of fair conditions, thereby filling a longfelt want and adding a source of strength to our maritime force, until the percentage of Americans in our Merchant Marine has passed the eighty mark (according to the latest figures made public by the Shipping Board).

Now that the emergency has ceased to exist and readjustment is under way, the seamen, who sought and received least from unusual conditions, are subjected to the most heartless aggression and unfair treatment.

In the most autocratic and arbitrary manner their earnings are cut in the aggregate of 40 per cent; their hours of labor lengthened from eight to twelve per day; their right to bargain collectively denied; their constitutional rights as citizens usurped, and every protective feature of laws pertaining to their welfare violated or ignored. To be exact, they face complete degradation to the status of a slave.

The fact that such conditions will never be accepted by Americans, who will be driven from the sea, and our Merchant Marine eventually destroyed, is no deterrent to unscrupulous employers.

Their plans are far-reaching and have been long in formation. By clever manipulation they have inveigled into their combination the United States Shipping Board, which is induced to bear the brunt of attack upon the American Merchant Marine personnel. The Emergency Fleet Corporation has become members of the American Steamship Owners' Mutual Protection and Indemnity Association, Inc., which insures its members against losses not covered in ordinary insurance.

Controlling approximately four-sevenths of the tonnage, the Emergency Fleet Corporation will be required to foot four-sevenths of any expenses incurred in fighting labor organizations or emasculating laws in the courts.

Therefore, the most important consideration for a ruthless attack upon American seamen is provided by a bureau supported from the taxation of the whole people. Some of the pennies mulcted through the agency of tax upon children's cornucopias are available for degradation of our Nation's merchant seamen.

The ultimatium delivered to the seamen is brutal in its nature, eliminating everything gained by struggle and sacrifice during the last twenty-five years.

Although Admiral Benson and associated shipowners have endeavored to make the public believe that the issue rests on a 15 per cent cut in wages, they know the falsity of their contentions; but inasmuch as they control all the avenues of publicity and medium of propaganda, backed by influence of the Government, the seamen are helpless to combat such unfair misrepresentation of the case.

To say that seamen enjoy any actual regulated day's work at sea is technically wrong, inasmuch as they are subject to call at any and all hours of the twenty-four in case of emergency, therefore their whole time is given to the vessel.

The three-watch system, however, gives more time for sleep, cleanliness or recreation, and means eight hours' work at ship's duties or labor in every twenty-four.

The employers propose to substitute the two-watch system where the three-watch now operates, making actual working time a twelve-hour day instead of eight at sea, and a nine-hour day in port. They propose to eliminate pay for overtime without discontinuing the overtime work.

Elimination of overtime pay alone will cut earnings of seamen from 15 to 40 per cent, according to the type of vessel, class of trade and nature of run. Several holidays are also to be erased from the list of days off.

It has been possible for ambitious seamen, desirous of advancement or maintaining a home, to make an average of $120 to $150 per month in certain classes of trade, where considerable overtime is worked at convenience of the vessels. Elimination of overtime pay would cut their earnings to $72.50 per month, while the proposed arbitrary lengthening of hours would mean that they must perform the same amount of work for the ship.

In addition, it is proposed to deny to seamen the right of organization or to permit them to receive a union member as a visitor aboard ship.

The claim that the seafarers' unions are resisting a mere 15 per cent cut in wages is rankest subterfuge and intended to impress the public with a belief that the seamen are obstinate or unreasonable.

The employers' propositions are brutal and degrading; impossible of acceptance by any free or self-respecting individual, and it is for failure to submit to such conditions that members of the seafarers' unions are locked out, the American Merchant Marine given a serious setback and industry hampered throughout the land.

In justice to a few fair-minded vessel operators, it must be understood that all do not agree with these ruthless efforts to saddle such degrading conditions on American seafarers. There is also good reason for belief that some employers might have been coerced by tactics of the American Steamship Owners or the despotic acts of Admiral Benson.

"SHIPPING REGISTER'S" VENOM

In efforts to degrade seamen, employers sometimes stoop very low, and often resort to the use of filthy tools.

A publication in San Francisco, known as the Shipping Register and claiming to be devoted to maritime interests, has been in eruption, editorially, for the past month, and the vile effusions leave no doubt as to the source from which they emanate.

The issue of April 30 contained scurrilous attacks upon the character of all longshoremen. The seafarers' lock-out provided opening for an attack on seamen the following week. The editor, having already settled the controversy by compromise, elaborated on how much further the pay was to be cut with dire threats. May 14 brought forth insults hurled at the licensed officers, and the current issue surpasses all others as an odious example of those things which disgrace American journalism. No effort is spared in the tirade of abuse hurled at the men who go down to the sea in ships.

Lickspittle cringing to financial interests, and venomous defamation of seamen pregnates the filth that exudes from the vicious sheet. Commenting on the fact that the port of San Francisco is hardest hit by the lock-out, the effusion continues:

"Captain Robert Dollar was wise when he put most of his ships under an alien flag. He pays his deck and fire room crew $10 Mex. per month. On his ships there are members of the crew—coolies—who have not set foot ashore for five years. They work conscientiously enough for say, ten years. During that time they have given better service than the average alleged white man in the same position. Then they 'retire' from the sea, buy a farm in China from their savings and become land barons. If not that, they are promoted to be comprador and wax fat on cumshaw."

We were always cognizant of the intense desire for coolie labor on American ships, and it has been manifested by the shipowning fraternity on all occasions; but how the policy can harmonize with the Shipping Board's hypocritical bombast about an American personnel in American vessels is hard of understanding.

We were always suspicious—owing to the manner in which the graft buzzards hovered around—that there was considerable cumshaw in connection with Chinese crews on American ships and have patiently waited till now for the confession. The idea of white crews is so repugnant to the writer that he elaborates further:

"If we are forced to have foreigners of un-washed procilivities to man our ships on deck, at least let us not be overawed by them. Would it not be possible to arrange so that the Sailors' Union has not so much power in Washington? Just as long as more than 50 per cent of deck men on American ships are aliens, why not fix the laws so that ships can be manned at a rate of pay which will enable owners to compete with other countries?

"And to get down to the underneath bilge layer of truth. What chance has an American boy in the forecastle? We know, as everybody knows who has had anything to do with ships—nil. From the frozen North, whence most of our Pacific Coast sailors come, there is brought an innate mental Bolshevism—an essence of 'I don't wash, it is true, but I am just as good as anybody on the bridge,' that disrupts ship discipline."

Imbued with inordinate desire to assassinate the character of seamen, the editor seems to disregard figures recently released from the Shipping Board showing American personnel of the Merchant Marine 81 per cent.

The article closes with a final attack on the Seamen's Act and the Marine Engineers' Beneficial Association.

It has been stated that certain attributes of animals can be noted in individuals; the odorous editorial of the Shipping Register suggests an unpopular one around that particular publishing office.

It is noticeable that persons who lend themselves to slander find difficulty in tracing their ancestors back one generation. Like Topsy, they "just grow" until someone picks them up for use.

They are fed filthy lucre and spew out poison.

Such intellectual wantons seem to be at all times available, they give the service for which they are paid; therefore, space is wasted by extensive notice of such journalistic nondescripts.

REAL RUSSIAN RECOGNITION

Those misguided individuals who suffer agony at the thought of American recognition of Soviet Russia will not receive any great amount of comfort from the following late press dispatch from London:

"The initial judicial decision affected by the British government's tacit recognition of the Soviet government as the de facto government of Russia was rendered when the Court of Appeals reversed a previous finding of the high court in the disputed ownership of a quantity of veneer and other wood material shipped from Russia under a contract made by Leonid Krassin, the Soviet Trade Commissary.

"The goods concerned had been confiscated by the Soviet government in 1919 and were sold to a firm of British importers last August. The British courts found the original owners entitled to the goods, as the Soviet government had not been recognized by the British government and consequently had not the right of confiscation.

"The Court of Appeals found, however, that since the Soviet government had been recognized as the de facto government of Russia, it was not within the jurisdiction of the British courts to consider the justice or morality of the confiscatory order."

Due to the fact that the particular commercial circle which worships the "divine rights of kings" or property is closely interlocked with British financial interests, they will have bitter medicine to swallow. They now find themselves in the position of a man on a fence, with the bull on one side and the dog on the other. However, the far-sighted and liberal Americans have long since seen the justice of Russia's claim for recognition, therefore the troubles of reactionaries are their own.

As reward for tenacity and encouragement toward further efforts, the Fourteenth Annual Convention of the P. C. D., I. L. A., in session at Tacoma, Wash., determined to give support to the longshoremen of San Francisco. The following resolution was adopted by the convention:

Whereas, Local 38-33, Riggers and Stevedores, of San Francisco, have been locked out since October, 1919; and

Whereas, The members of that Local have carried on the fight against the employers of that port, who have used every means within their power to disrupt Local 38-33 by organizing a "blue book" organization, dictated to by the San Francisco Waterfront Employers' Association; and

Whereas, Not only is this persecution affecting our membership in that port, but this intolerable situation must of necessity reflect itself in the various ports on the Coast; therefore, be it

Resolved, That the Fourteenth Annual Convention assembled, express its appreciation of the splendid fight against said organized forces and instructs the District Secretary to write the International President demanding that he take action with a view to assisting that Local, and that the incoming Executive Board be instructed to use all the means at the command of the District to assist Local 38-33 in their fight for their existence.

(Convention concurred).

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., May 23, 1921.

Regular weekly meeting came to order at 7 p. m., J. Vance Thompson presiding. Secretary reported no change in the lock-out situation. Union is determined to continue struggle for fair wages and decent working conditions.

ED ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED ROSENBERG,
Secretary pro tem.

Vancouver, B. C., May 16, 1921.
Shipping dull; situation satisfactory.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, May 16, 1921.
Shipping dull; situation satisfactory.
K. E. LEHTO, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, May 16, 1921.
Shipping dull; situation satisfactory.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, May 16, 1921.
Shipping dull; situation satisfactory.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, May 16, 1921.
Shipping dull; situation satisfactory.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, May 16, 1921.
Shipping dull; situation satisfactory.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, May 9, 1921.
Shipping dull; situation satisfactory.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., May 18, 1921.

Regular weekly meeting came to order at 7 p. m., Eugene Burke presiding. Secretary reported situation on lock-out satisfactory.

EUGENE STEIDLE,
Secretary.

86 Commercial Street. Phone Kearny 5955.

Seattle Agency, May 18, 1921.
Situation unchanged.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, May 18, 1921.
Situation unchanged.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, May 18, 1921.
Situation unchanged.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Lauritz August Sorensen, No. 2712, a native of Denmark, age 35. Died at sea, September, 1920.

The steamer "S. B. Lovejoy," in the service of the Everett Packing Company, has left for Bering Sea with supplies and men for one of the company's canneries. She carried thirty-five cannery workers and three purse-seining outfits, each consisting of eight men.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

"OLD SUMMERTIME"

We've sailed the seas together, mate,
Old-timers, you and I,
Unmindful of the weather we
Endured to live or die.

We crossed the Western ocean wild,
A tyrant in command,
And our fingers bled till the sails were red,
On the banks of Newfoun'land.

We slanted through the brimming Trades,
Where storm clouds seldom frown,
We raged the Roaring Forties through,
And Run the Easting down.

We sunk the Pole star 'neath the rim,
And raised the Southern Cross,
Where fitful Jack o' lanterns glow,
Nor did we count it loss.

And off the pitch of the dreary Horn,
Where blinding hailstones fell,
We still were pards on the groaning yards,
And the sea birds heard our yell.

I'll not recount how deeds were done,
When we were in our prime,
But I think of you, as I do of few,
My dear "Old Summertime."

And I tell the world this careless tale,
Because I love you well,
Your voice is vast as a trumpet blast,
But clear as a silver bell.

And when I grasp your hardened hand,
Old comrade it is bliss.
Your grasp is strong as an iron thong,
But true as a Maiden's Kiss.

Where shall I find a stauncher friend,
A spirit more sublime.
My last and only sou-markee,
For you, "Old Summertime."

Fraternally,

J. H. W.

THE SEAMEN'S CASE

The present controversy with the organized shipowners, including the United States Shipping Board, is in its material aspects, in the number of men and the magnitude of the interests concerned, and the far-reaching and disturbing character of the issues involved, the most serious and complex outbreak of its kind that has ever occurred in American maritime history.

The case for the owners has been repeatedly set forth, but the point of view of the organized seamen has been but vaguely understood, even by the best informed citizens. The seamen maintain that the present lock-out has been forced upon them by the organized shipowners as a matter of opportunity, not from any existing necessity. For the past four months great merchant fleets have been tied up and placed out of commission owing to general business and commercial stagnation. As a consequence approximately 40,000 American seamen have been beached and left without employment or means of subsistence. We believe that if all American ships were in commission at the present freight rates there would be no question of a reduction in wages. We, therefore, submit that the shipowners' attitude is inspired by selfish motives, and to that extent unjustifiable.

The American shipowners insist that the only way to meet foreign competition is to reduce seamen's wages approximately to the level of European standards. But against this fallacious proposition we contend that no matter how low the wages of American seamen are reduced, the European and Asiatic shipowners can, and will, press them still lower. This is possible because, under the La Follette Act, American seamen are free citizens, while the seamen of all other nations are serfs. Moreover, continuance of a policy of lowering wages would very soon drive all American seamen from our merchant marine, leaving our ships to be manned entirely by foreign elements, as was the case prior to the enactment of the La Follette law in 1915. Thus our merchant fleet would revert to control of the nations which manned it, and the American flag would again be driven from the seas.

The organized seamen further submit that the only way to offset unfair competition from foreign ships is to reduce expenses, not by cutting wages, which constitute but 7 or 8 per cent of all operating costs, but by economizing in the use of supplies, such as fuel, provisions, paints, etc., by abolishing extravagance and graft, by laying off official deadheads and otherwise reducing overhead charges, and finally by insisting on the strict enforcement of the La Follette Seamen's Act so far as it applies to foreign ships making use of our ports.

It has been reckless disregard of the La Follette law that has enabled foreign shipowners to secure competitive advantages complained of now by American owners. It has been the disregard of the language clause contained in Section 13 of the La Follette law that has tied the American ship Martha Washington up at her dock in far-off Buenos Aires during the past six weeks, and it was the same trouble that involved the same ship in difficulties with her firemen at Montevideo six months ago, and culminated in a criminal action in New York, when thirty-nine Spanish firemen were prosecuted for mutiny, only two of whom understood any English whatever.

The American merchant marine cannot succeed and remain American without full protection of the La Follette law. But the law itself cannot be enforced without the loyal support and earnest co-operation of those most vitally concerned, namely the American shipowners and their employes.

If the associated Shipowners of the United States and the Shipping Board will pledge their aid and sincere co-operation in enforcing the maritime laws of our own country, for the protection of our commerce and seamen alike, all other matters in dispute can be amicably adjusted by mutual concession and the lockout will terminate within twenty-four hours.

Otherwise the struggle must go on until justice is achieved by the organized seamen.

JAMES H. WILLIAMS.

TRUTH AND WARNING

In order that the general public may be informed of the cause of the lock-out that has befallen the Merchant Marine from coast to coast, the local representatives of the Seamen's Unions beg to draw attention to, and explain the facts of the controversy, which will in time affect the price of commodities, and if the employers should win out, affect every workingman and his family throughout the country.

Unfortunately, the public has up to the time of the war, never paid much attention to our Merchant Marine. Although the United States was one upon a time quite a sea power in the Merchant Marine field, foreign shipowners and foreign nations, by cheap labor and unfair competition, caused the owners of the old world renown shipping firms to sell out and so gradually only a small percentage of the coastwise craft remained under the American Flag.

The world war changed all this. Ships, ships and more ships was the cry, and ships were built, some excellent craft, and the majority useless hulks that are now laying in some back harbors rotting away. We do not intend to discuss this matter here, however.

The costly experience of the war has taught us all that we need a Merchant Marine under our own flag, so that we may be able to bring our own merchandise to the ends of the world and return with whatever we need here.

Admiral Mahan says in his "Seapower": "Seapower is in the seamen, the ships are their tools." So the public can readily see that we need not only ships, but also sailors, and we need American sailors and American officers in American ships.

That is just what the Seamen's Unions have strived to do, to get American sailors, and in order to make sailoring a vocation and offer an inducement to the bright boy to man these ships the union has tried to obtain a living wage and decent conditions.

Only a very few years ago the wages of a sailor were $30 per month, the working hours from fourteen to eighteen a day and the living conditions absolutely unfit for any son of an American mother to live under.

Eight to sixteen men were crowded into a small, unventilated, dark room, called the forecastle, and compelled to sleep in bunks three tiers high.

The food was scant, coarse and ill-cooked. The discipline of the ships was far more strict than in any army or navy, and the sailors were never their own masters, either afloat or ashore.

Organization and tremendous efforts have changed all this. The enactment of the Seamen's Act has made life safer and more comfortable for the sailor. Wages

are $95 per month and the working hours in port, at least, are the same as ashore in any decent employ, namely, eight hours per day.

Now, the Shipping Board, as a branch of the Government, and the Shipowners' Association are trying to bring back the conditions of years ago. The wages are to be about $65 per month. No overtime, and the working hours at sea twelve hours and in port ten hours. A set of "working rules" has been drawn up by them which makes the seamen practically slaves again. Under these new conditions, can we ask our boys to go to sea? To make sea life a vocation, can we ask them to keep the flag on the oceans? Can they marry and support a family on $65 per month? Will there be any time left for them to study, to improve their education? Will there be any time left for them to play? Would you, mothers or fathers, send your sons to sea to face the storms and the dangers of the deep? Would you encourage your neighbor's son to become a seaman?

If the Shipping Board and the shipowners have their way, the foreigners will again sail and lord over the sea. We will become a dependent nation. Take warning, you people of America; take warning, you liberty-loving men and women, another war may come and find us without seamen for our merchant ships, and the blame will lay upon the shoulders of a few old men, who are now trying to blind your point of view. The end of the American Merchant Marine will be near, very near, and you will have to depend on foreign ships to bring you your needs and perhaps to bring your boys back, who knows from where.

We plead with you, men and women, not only for ourselves, but also for the future of this our beloved country. Give us your moral support and a square deal.

CHARLES MARTELL, 829,
Providence, R. I.

HAITI SPEAKS

No graver indictment of an American Administration has ever been made than is contained in the temperately written thirty-thousand-word Memoir of the Delegates to the United States of the Haitian Patriotic Union outlining the history of the American Occupation in Haiti which was presented to the Department of State and the Senate Foreign Relations Committee last week. Despite its moderation, it more than confirms every charge made in The Nation in the last year. The first official pronouncement from the Haitians themselves—for a rigid military censorship sealed their lips for five years—it establishes that our conquest of Haiti was neither justified under any principle of international law nor sanctioned by any conceivable necessity. It should finally put an end to all the excuses alleged in our defense—such as the protection of American interests, restoration of order, suppression of banditry, bad Haitian finances, etc. The report again makes plain that the local revolutionary disturbances of July 28, 1915, merely furnished a long-sought pretext for intervention, that our interests were in no wise imperiled, that far from there being disorder when the marines landed it was their brutalities which created and then perpetuated the previously non-existent "Caco-ism," a banditry not of crime, but of revolt against the alien invasion. The state of the Haitian finances is lucidly set forth—they were by no means in a tangle; the external and internal debt of the country had always been fully paid until the American Occupation inaugurated an era of mismanagement (to put it charitably) quite unprecedented under Haitian control. The appended list of atrocities it is difficult for an American to read without shame and horror. It does not purport to be a complete record. On the contrary, it is limited to the comparatively few cases called, in writing, to the attention of the Naval Court of Inquiry sent to Haiti last fall by Secretary Daniels to offset Senator Harding's campaign attack, and published, upon the refusal of the Court to consider them, in the newspapers of Port-au-Prince. Murder of women and children, wholesale killing of prisoners, torture with red-hot irons, the "water cure," arson, robbery, violence of every kind—they constitute an everlasting stain on American honor.

If this report does not arouse the American people then its conscience is indeed dead. The Nation cannot believe that it is and that all our professions of good faith, decency, fair play, all our great and honorable traditions upheld for nearly a century and a half, can thus be lightly cast on the scrap-heap. Here is a small and inoffensive country, next to our own the oldest republic in this hemisphere, self-governing for 111 years, a republic which achieved one sort of freedom fifty years before our own (for it abolished slavery when it became independent), made the victim of wholly wanton, brutal, militaristic conquest. These are facts that cannot be whitewashed, propagandized, or lied away. It matters little what President Harding said at the foot of the statue of Bolivar, or what fine phrases President Wilson uttered. What really counts—the acid test—is what we have done and what we shall do to little Haiti, the one country which, by a curious irony, made a really substantial contribution to the cause of Bolivar and South American freedom while we stood aloof.—The Nation.

SAFE BIND, SAFE FIND

Commercial houses in England are much concerned over the epidemic of pilfering which is prevalent at the present time. A recent issue of the Huddersfield Chamber of Commerce "Journal" contains an article on pilferage and packing, in which attention is drawn to the systematic thieving in connection with goods in transit, and the question is raised as to what extent packers are responsible:

"It is safe to say that if all goods, at all times, were as much at the mercy of thieves as are 'goods in transit' the business world would have to put up its shutters, because it could not carry on." While losses are directly due to thieves, it is suggested that it is nevertheless a fact that very often "the sight of means to do ill deeds makes ill deeds done," and one fault of present-day shipping practice is that it affords many opportunities to "make a thief." The object of packing is not merely for protection against damage, but for security against theft, and the important bearing of bad packing not only upon the loss of goods by theft, but also upon the settlement of claims for such losses is largely overlooked.

While there are many examples of faulty packing that help the thief and free the various authorities from responsibility, they are roughly divided, the Journal states, into a few leading types:

"One of the most common faults in packing is the use of second-hand cases, which are, of course, comparatively easy to open without detection. The result is that, as officers can not judge by appearance as to whether goods have been taken out before the cases reached the ship, they are obliged to give a 'repacked' receipt, which means that no claim will be paid by the ship for loss or damage by thieves.

"Another common fault is the use of new cases with weak lids, protected, it may be, by extra battens around the edge, but the nails of which are driven straight down without clinching, with the result that the top boards drop and the nails 'draw.'

"Cases otherwise satisfactory but not bound with hoop-iron are also frequently used, and are often quite unable to meet the ordinary inside and outside strains. The nails become sprung with the few handlings on train and wharf, and the goods are exposed by their own weight. For these cases, which offer a distinct temptation to the pilferer, the ship will only sign an 'insufficiently packed' receipt, which prevents any claim for theft.

"Other cases are bound with soft hoop-iron, which actually breaks in handling on and off the freight cars and before the ship is reached. Cases with openings similar to crates in which hooks can easily be inserted, and cases so frail as to be unfit for ordinary handling, are other familiar examples of packing which not only throws the loss but most of the blame for pilferage upon the shippers themselves."

The "Journal" offers several practical suggestions for remedying the evil:

"1. Don't use second-hand cases unless they are strong and good and unless they contain articles not likely to attract thieves.

"2. See that all cases have good ends and that all nails are properly clinched.

"3. Bind all cases with strong hoop-iron at ends and also around middle.

"4. Don't use frail cases.

"5. Use only hoop-iron that will stand the strain of ordinary rough handling. 'Scrap' all soft hoop-iron."

WHAT NEXT?

Serious experiments as to the utility of alcohol as fuel are being carried on in British Guiana. This alcohol, extracted from sugar cane, would normally be made into rum, but the present state of the foreign market for this product has caused a large surplus to accumulate. While the results of the experiments have not yet been made public in detail, available information indicates very favorable returns. The possible production of commercial alcohol from this source has been estimated at from four million to five million gallons.

WASHINGTON LETTER

(By Laurence Todd.)

Seamen Are Solid

Three hundred pickets of the International Seamen's Union of America and of the National Marine Engineers' Beneficial Association are under arrest in Atlantic and Gulf ports, at the end of the second week of the maritime strike. A large number of others have been taken into court and have either been fined or released. Injunctions are out against the pickets in Baltimore and New Orleans. The men now under arrest are showing a disposition to stay in jail in order that the strike funds shall not be depleted by the payment of fines. Pacific Coast shipowners have appealed to the President to declare a "national emergency" and take over from them the job of furnishing strikebreakers for their vessels.

These are some of the high lights of the seamen's dispute with the shipowners and the United States Shipping Board, as reported by Andrew Furuseth for the Seamen and by William S. Brown for the Marine Engineers. As presidents of these two organizations, respectively, Furuseth and Brown are in continual communication with the strikers in all the ports. They are optimistic as to the outcome. Every ship on the Pacific Coast is reported strike-bound, except the three liners of the China Mail which have been signed up by the unions at the old rate of wages. On the Atlantic the few ships that have been sent out from New York and Baltimore have gone short-handed, with unskilled men, and several of them are already in the repair docks, very much the worse for the experience.

Benson's Un-American Acts

Admiral Benson, who will surrender the chairmanship of the Shipping Board on July 1 to Jas. H. Farrell, president of the United States Steel Corporation, has dropped his pretense of sympathy with the unions and has seized six ships which the United Transport Company of New York was operating with union crews at the old rate of wages. He declares that he will take away from the operators all ships owned by the Board, where the operators make terms with the union that do not provide for the 15 per cent cut in wages which he has ordered.

As almost every steamship company in the United States is now operating one or more ships to which the Board holds title, this order by Benson is an ultimatum to shipping companies to join the fight to smash the unions or get out of the business.

Many tricks to alienate public sympathy from the strikers have already been attempted. For example, the Seattle Chamber of Commerce has appealed to the Navy Department to furnish engineers to man ships to save Alaska from a food shortage. The unions promptly offered to furnish the entire crew for a ship for such a relief expedition, provided the private owners would furnish the ship on the same terms.

Benson announces that "all negotiations with the leaders of the personnel of the merchant marine have definitely terminated." He is now appealing to the strikers to go back at lower pay, as a matter of patriotic obedience to his judgment. Thus far they have not taken the suggestion seriously. Instead, every incoming ship is adding to the number of striking engineers, firemen, seamen, cooks, stewards and radio operators.

A Serious Question

What will be the outcome of the manning of vessels with strikebreakers of unknown skill or industrial views is a puzzle yet to be answered. Hitherto the companies have feared the "anarchists" and the "wobblies" who were supposed to swarm in the chief seaports, waiting their chance to destroy the delicate machinery of the passenger and freight ships. Experienced and settled men, such as made up the membership of the recognized unions, were trusted to protect the owners' property from damage. The other element was suspected of a taste for sabotage. Now the unknown element is the only one which can be induced to take a vessel out. It will be months before the cost to the shipowner involved in this change of personnel—where a change is possible—will be known.

Viewed broadly, there can be no doubt that the American merchant marine has lost its one great chance to come back into power upon the seas. Tens of thousands of Americans, driven ashore by the wage slashing and the hostile attitude of the Harding administration, are going inland from the ports. They will not soon return. The skilled seamanship built up in five years is melting away in as many months. Billions of dollars, invested by the Government in new ships, will have been rendered worthless when Admiral Benson and President Harding have logically carried out their policy.

Policy of Reaction

Nor is the outlook any more favorable with reference to other industrial issues with which the administration is dealing. All moves are reactionary; none are progressive.

Take, for example, the announcement made after the cabinet meeting, this week, that the Census Bureau is to take over, for the rest of the year, the collection and issuance of figures on retail and wholesale prices, and on the cost of living. These figures, compiled and issued under the law by the Bureau of Labor Statistics, in the Department of Labor, are the measuring-stick by which all rates of wages are adjusted. They are recognized as accurate and up-to-date, and they have proved the most formidable weapon of defense of the unions in all the disputes over proposed reductions in pay in this country during the present year.

Secretary Hoover and his Census Bureau are now to control the making of this yard-stick of wages, at least for a few months, when wage scales are being hammered down. The pretext given out by the White House is that Congress has "failed to provide funds" for the Bureau of Labor Statistics, which alone has the equipment to gather figures that can be relied upon. The Census Bureau, which has no experience in this work, has miraculously been supplied by Congress with abundant funds!

We are told, by men close in the secrets of the White House, that the Railroad Labor Board is about to order a 20 per cent reduction in wages for all railroad employes in the classified service. We are also informed that coal miners' wages and the wages of all building trades workers are going to be brought down. As the United Mine Workers' wage agreement in the bituminous fields runs until next spring, the question arises as to how the operators are going to frame an excuse for violation of that agreement.

A Doubtful Visitor

Labor officials have been much interested in the possible errand of J. H. Thomas, general secretary of the British railwaymen's union, in this country. Thomas is scheduled to attend the Denver convention of the A. F. of L. next month as a fraternal delegate, but that does not explain his arrival a month ahead of time. His own union has taken the occasion of his absence to solidify its opposition to his policies, and to begin the rebuilding of the Triple Alliance, with whose recent dissolution he is largely credited. Thomas was given a hostile reception when he landed in New York by the Irish-American Labor League, due to his refusal to stand by the victimized Irish railwaymen who had refused to handle military trains for the British in Ireland.

Whatever his purpose, Thomas is unlikely to intervene against the program of the American railroad labor unions at Denver, with reference to Government ownership and democratic operation of railroads. It is now definitely established that the United Mine Workers and other big delegations which voted the overwhelming endorsement of that program at the Montreal convention last June will repeat the performance at Denver. Moreover, they will emphasize it by placing one or two railroad men on the executive council.

The United Mine Workers will propose a general reorganization of the council, according to one of their chiefs. No details of the plan are given. It is possible that the council will be enlarged considerably.

Russia Fully Recognized

Decision of the British court of appeals that Britain has recognized the Russian government as a de facto government, and the hint from London that this means political recognition, indicate that the Russian question will come before the labor convention for action in behalf of Russian-American trade relations. Pacific Coast unions in particular, opposed to Japanese imperialism, are scheduled to demand that the blockade against Russian trade be lifted by the American Government. Debate on the Russian policy of the A. F. of L. will be postponed by the committee to the final hours, if possible, but the delegates will seek to bring it up on resolutions in the first week.

Following the departure of Wm. H. Johnston of the Machinists on a trip of investigation into Russia, Senator France of Maryland, who has been an advocate of Russian trade, announces his sailing for that country May 24 to personally get the facts for presentation to the State Department and the country.

A marine grass found extensively in Japanese waters yields a fiber which, when mixed with cotton, both strengthens and cheapens thread, usually made of the latter alone.

In the coming age of complete industrial organization international boundary lines will cease to be even imaginary.

STATISTICS ARE JUGGLED

Lower food costs is being capitalized by cheap wage employers to enforce a living standard below pre-war times.

These employers talk about wage increases of 80, 90, and 100 per cent over pre-war times, and would convey the impression that pre-war rates were ideal. Wage rates, based on pre-war standards, are valueless, because these rates did not assure living standards.

A family's food bill approximates 40 per cent of the bread winner's income, according to the United States Bureau of Labor Statistics.

This means that a worker who is paid $7 a day, for instance, spends 40 per cent, or $2.80, for food for his family.

If food costs are lowered 20 per cent, he "saves" one-fifth of this $2.80, or 56 cents a day.

This "saving," which is eaten up, and in some cases exceeded, by increased rents, fuel, light and other necessaries, is a pretext by employers to reduce wages 20 per cent, or to cut the rate of $7 a day to one-fifth of that amount—$1.40.

The worker now finds that he is paid $5.60 a day, with the few pennies that he saved through less food costs taken over by other profiteers.

The most superficial thinker must see that the worker is worse off than before, and that every wage cut extends the "buyers' strike," which cheap-wage advocates deplore.

Self-preservation is behind labor's fight against wage reduction.

The workers are not impressed by awesome contributions on frozen credits, stock dividends, liquidation or foreign markets as reason why they should accept lower wages.

They know their standards are being lowered, even below pre-war.

They know they have produced to excess and that the charge that they are slackers is an untruth, uttered by men who are either ignorant or dishonest.

The workers are not responsible for present conditions. They carried the burden of the war while the men who now talk of wage cuts were ignored.

No one paid any attention to these intellectual bankrupts and profiteers who reaped untold riches during the war, and who now emerge from their cyclone cellar, peep around to be assured of personal safety, and then insist on wage cuts.

Statistics are juggled to this end and every force at the command of greed is used to conceal waste, excessive charges, inordinate profits, and incompetent management.

EUROPE ADVANCES

Science and modern inventions are doing more to bring about a homogenity of European countries than all the intrigue of diplomats can possibly counteract.

Almost daily extension of passenger and mail service by air is rapidly making Europe a network of aerial transportation lines.

Negotiations are now nearing completion for an airway from Berlin via Riga to Moscow, and when this service is completed it will be possible to travel by air from London to Moscow—a distance of nearly two thousand miles.

Berlin is already connected with London by the Dutch service through Amsterdam. This Dutch branch also has inaugurated service between Paris and Amsterdam.

The existing London-Paris service connects at Paris with the airway to Warsaw, which goes by way of Strasbourg and Prague.

The Franco-Rumanian Air Service Company, which is responsible for this airway, has obtained concessions from the Austrian and Rumanian Governments, and hopes shortly to open an airway that will connect London, through Paris, with Constantinople.

In the same manner as networks of railroads and ocean travel has brought the nations of the world to a closer amity and better understanding, perfection of aerial transportation must inevitably result in weakening the boundaries which keep the people of Europe divided.

THE CHINESE DOLLAR

In reporting arrival at Vancouver, B. C., recently, of the new steamer "Robert Dollar," the press item stated:

"The vessel was formerly the German freighter 'Kurland,' and had not carried an ounce of freight before her new owner secured her. She will load cargo for a round-the-world passage. Like other vessels of the Dollar concern, she will be manned with Chinese. Her Chinese crew has been awaiting her here in the immigration shed for several days, and the white men now aboard the vessel will be sent to their homes."

Of course, the foregoing relates conditions as approved by the "Shipping Register," and apparently in line with the sentiments of those authorities entrusted with the enforcement of Section 13 of the Seamen's Act. If the Dollar policy was altogether universal the Island of Yap question would not remain unanswered for long.

LOYALTY IS FIRST NEED

Brantford, Ontario, April 30.—"The co-operative movement suffers far more from the disloyalty of its members than from the enmity of its opponents," says the Canadian Co-operator.

"The principal remedy is persistent and intensive education of the rank and file in the principles and advantages of co-operation. People frequently contribute share capital to retail societies and then foolishly neglect to give them substantial trade support. If co-operative stores could rely upon anything approaching 100 per cent loyalty, the volume of business would, from the commencement, justify a substantial saving in the cost of living and increase public confidence in the value and importance of the movement."

The end of the moment is not so much for the formation of new unions as for new members in those unions already formed.

The record of trade unionism shows that, after all, man was not made to mourn.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
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Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Deck Street, Bellingham, Washington

Labor News

Following a series of battles between union and non-union miners, in which several persons were killed, martial law was declared last week in Mingo County, West Virginia.

Building craftsmen and contractors of Kansas City, Missouri, have agreed to arbitrate wage differences.

The Restaurant Owners' Association, of South Chicago, has renewed last year's agreement with organized waitresses.

At New Orleans, La., bakers have secured a union-shop contract which calls for last year's wages and improved working conditions.

The United Mine Workers at Belleville, Ill., have stopped an attempt to establish physical examination of miners in this district as a condition of employment.

The Marathon Lumber Company, of Laural, Miss., forced its employes on strike when it cut wages from $2.50 a day to $1.50, and changed the eight-hour day to ten hours. Lumber barons in this section are attempting to establish the anti-union shop.

Latest statistics obtainable show that more than fifty thousand men and women employes of the United States Government are working for wages ranging from $50 to $83 per month, and that many of these employes are compelled to work at night in other jobs in order to eke out an existence.

Pressmen employed by the Curtis Publishing Company went on strike for the forty-four-hour week.

In a conference with company officials, employes of the Southern Pacific Maintenance of Way and Structures Department refused to accept a reduction in wages of approximately 20 per cent. Following the conference, which was one of a series called by the company to consider the 20 per cent reduction for all classes of employes, the company announced its intention of appealing to the Railroad Wage Labor Board.

Differences between the Machinists' Union and the San Francisco Labor Council, dating back to the Mooney trials has resulted in the withdrawal of the union from the council. The latest quarrel between the union and the council was over a recently published editorial in the "Labor Clarion" attacking Eugene Debs as a "strikebreaker" because he did not abide by the decisions of the majority when the Nation went to war. The union sought to have the council demand retraction, and, when the matter stayed "in committee" too long, a decision to withdrawal was reached.

The iron-moulding industry will continue to do business under the principle of the union shop and collective bargaining. At a recent conference in New York between representatives of the International Moulders' Union of North America and the Stove Founders' National Defense Association, a signed agreement providing for the continuance of the principles of the union shop and collective bargaining was negotiated. The union was represented by Joseph Valentine, president of the International Moulders' Union of North America, and John P. Frey, general executive board member of that organization. The employers were represented by George Mitchell, president of the Stove Founders' National Defense Association.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
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Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
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Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
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Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
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Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Einar
Erikson, Lars
Ekengren, Olaf
Erikson, Nils
Eklung, Victor
Edvordsen, John
Elsted, John
Edvords, Louis

Forbes, Frank M.
Fugman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
Grau, Axel
Graudin, Ed.
Gulliksen, Amandus
Gangsrod, Karl
Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Halley, Wm.
Hagen, Harald
Healey, Geo. S.
Halvorsen, Karl
Hansen, Martin
Holmen, K.
Harper, Earl
Hoed, Hans
Heggum, Louis
Harms, F.
Hefling, Jack
Halmin, Wm.
Hahnqvist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
Jansen, R.
Johnson, Dick
Janson, John
Johnson, Elias
Jenson, James
Johanson, Matt
Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
Jorgensen, Fred
Johnsen, Ludvig
Johansen, Arthur H.
Jacobson, M.
Johnson, Ed. -2294
Johanson, Olof K.
Johnson, G. A.
Jacobson, Torgils
Johanson, Henrik
Johnson, Alex
Jensen, Wilhard, E.
Johansen, Carl
Jones, A. H.
Johnson, Gust

Kallo, K.
Karlson, G. A. -1190
Krastin, J.
Kragstad, A. E.
Hoppen, Oluf
Kristiansen, Aarnt
Knudsen, Andrea
Kilkeary, Frank C.
Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
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Jenly, O. B.
Jonsoff, A. J.
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Hansen, N. M
McGowan, John
Nicholson, C. T.
O'Brien, James
Osman, J. B.
Sandstrom, Anton
Scott, H. T.
Sorentino, Joe
Tveda, Nick
Xavers, Francis

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Alfredsen, Alf.
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Registered Mail

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Zilla, Joseph

Packages

Costley, F. L.
Campbell, J. R.
Offerdal, Ing
Henum, Christ
Portham, Matt
Hansen, Oscar -2171

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INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Nepponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic," "Cold Spring vs. Lycoming," Benoni vs. West Hargrave," "West Harcuver vs. Ozaukee," "Western Glen vs. City of Forth Worth." S. B. Axtell, 9 State St., N. Y. 3-29-21

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

Domestic and Naval

Admiral B. H. Wilson, commander in chief of the Atlantic Fleet, will be next superintendent of the United States Naval Academy at Annapolis. Admiral Wilson will succeed Rear-Admiral A. H. Scales.

The white population of Alaska decreased 23.4 per cent between 1910 and 1920. Of a total population of 54,889 recorded last year, whites totalled 27,883 compared with 36,400 in 1910. Indians in Alaska, on the basis of the 1920 census, numbered 26,421; negroes, 128; Chinese, 56; Japanese, 312, and Filipinos, Hawaiians and Koreans, 99.

The "City of London," a ten-thousand-ton freight and passenger vessel, is due to sail from Liverpool for Montreal on June 5, according to an announcement by the International Mercantile Marine lines. The speed of the vessel will approximate fifteen knots, it is said, first and second-class accommodations only being provided.

Mare Island Navy Yard has saved the Government about $30,000 in the construction of gears by the machinery department. The estimate of $75,000 that was made by the yard when the contract was awarded, has been cut almost in half, and the work has been turned out for $40,500 and has been completed in six weeks less time than estimated. Manufacturing of the gears was something new to the navy yard, and the officers prepared their estimates to meet all emergencies. There were no emergencies, and instead of having the Government wait until June 30 for the gears, they are now completed and ready for delivery.

British shippers are awakening to the fact that American vessels are picking up trade commonly handled by English coasters and are carrying the cargoes at a rate under that quoted by the British, according to reports from Liverpool. The second instance of this kind to be noted by the English coastal traders was when the American steamer "Honolulu," sailing from New York to Dublin, took aboard at the latter port 1200 tons of maize, which she delivered at Cork. After discharging there she was laden with 2000 barrels of cured fish, proceeded to Castletown, another coast port, where she took aboard an additional three thousand barrels of fish before returning to New York. Here is a case in which an American steamer competes with the British in their own coastwise trade.

Here are a few brief facts about San Francisco Harbor prepared by Harry Cosgriff, member of the Harbor Commission: (1) The greatest land-locked harbor in the world, aording safe anchorage at all seasons for the largest vessel afloat. (2) Complete modern port facilities, including over forty lengthy piers occupying fifteen miles of berthing space with cargo area of more than five million square feet, permitting the accommodation of 1,200,000 tons of cargo per month and accommodation at one time of 250 vessels of average size. (3) Spur railroad tracks from State Belt Line railroad running out each concrete pier on both sides, permitting vessels to load or discharge cargo into rail cars and connection by this rail system with three transcontinental railroads, giving economy in transfer of freight and quick dispatch to all rail points in the United States, Canada and Mexico.

Domestic and Naval

An amendment to the Navy appropriation bill, which would forbid any American naval vessel being employed for the enforcement of claims of American private interests in Mexico or in any foreign countries was offered by Senator La Follette, Republican, of Wisconsin.

The little fishing schooner "Louise," owned by the Union Fish Company, which recently returned to port in a distressed condition after encountering a severe gale off the northern coast and with her sails in ribbons, has departed again for Pirate Cove, Alaska. Captain Sea continues as master of the craft.

Print paper, which ordinarily moves to California ports on the coastal steamers, is being shipped from Terminal No 2 by rail on account of the tie-up of coastal steamers, due to the strike of the marine unions. California dailies have been running short of paper and have put in hurry-up orders for rail movement of the commodity.

The battleship "California" will have her full complement of 1345 men when she slips from the ways at Mare Island Navy Yard this August. Already there is a scramble throughout the personnel of the navy to get aboard the "Golden State's Own," Commander W. A. Smead, U. S. Navy, executive officer of the new ship, said today upon his return from San Pedro, where he was in conference with the commander-in-chief of the Pacific fleet.

Figures covering American shipping, and prepared from month to month, show an increase of 67,417 tons over the figures of March 1, 1921, when American tonnage exclusive of vessels owned by the Shipping Board was estimated at 12,916,009 tons or 3690 ships. Of these vessels, all of which are of five hundred gross tons or over, 1023 are privately owned. In spite of a depression in foreign trade, coastwise shipping seems to warrant the building of more vessels, thus preventing American tonnage from remaining stationary or decreasing.

The naval radio service has added another achievement to its pioneering work in the Pacific by opening up a circuit to Saigon, French Indo-China. With the extension of its aerial lines to the French colony on the other side of the Pacific, shipping interests will be greatly benefited as the navy will handle commercial work as well as official communications. By this amplified service the navy can handle business and maintain communication with Guam, Manila, (including all points in the Philippines), Tutuila (points in American Samoa), Suva, Apia, Tahiti and Saigon.

The United States faces a tidal wave of Europeans seeking to enter this country before the new restrictive immigration laws become effective. Commissioner Frederick A. [illegible], who made this statement, added that "it probably will be in effect a race between Congress and the immigrant." "Reports from Europe indicate that people who had planned to migrate to America at any time within the next year are now frantically abandoning everything and besieging the American representatives there to vise their passports at once," Wallis said. "This seems to be particularly true of Southeastern Europe, where our officials are already swamped by applications."

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DECEMBER 31st, 1920

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Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Aalto, Henry
Adamsson, John -4144
Ahelsen, Jorgen
Allias, W.
Anderson, E. P.
Andersen, Henry -1526
Anderson, G. Alexius
Alm, Victor
Andersen, Trygve
Anderson, Alfred
Andreassen, O. P.
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Andersen, W. E. M.
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Anderson, K. O. H.
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Araneda, Peter
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Bauer, Andrew
Benway, Chas. P.
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Gundersen, Tybrig
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Gustafson, Toivo S.

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Jensen, C. A. G.
Jensen, J. -1984
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Petersen, Hilmar A.
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Sjolander, J. B.
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Strom, O. H. -2680

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Thomsen, Thos. Ch.
Thomsen, Ebbe P.
Thode, Rudolph
Thompsen, Peder
Thomas, John
Thompson, Clifford
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Torrin, N.

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Van Order, Louis
Vitol, Alexander
Vincenzo, Robert

Walkanen, Weda
Walker, K. Frank
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West, Curtis
Wehvilairen, Oscar
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Wilkins, Fred
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Karlson, Kar Sigurd
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Knutson, R. -783
Larsen, J. -2012
Ludvigsen, Arne
Lundstrom, Ernest
O'Connor, John J.
Olsson, Carl J.
Rehnstrom, A.
Rohman, Georg
Sidoroff, N.
Takkunen, H.
Taylor, James B.
Wagner, R. H.
Ward, W. C.

INFORMATION WANTED

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

INFORMATION WANTED

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va. 3-9-21

Recruiting Sergeant — Wot's yer name and wot branch of the service d'ye want to be in?

Perkins (who stammers)—Pup-p-p-p-pup-pup—"

R. S. (writing)—Can't speak English and wants to join machine-gun outfit.—The American Legion Weekly.

Mrs. Screech—I don't see why you object to my singing lessons. Perhaps some day my voice will keep the wolf from the door.

Mr. Screech—It probably will, if the wolf hears it.—Edinburgh Scotsman.

"In a little way he reminds me of Champion Ray while playing golf."

"He does? Why, his game is terrible!"

"I know, but he smokes the same style of a pipe."—New York Sun.

The Patron—Lookahere. I paid an amusement tax of 10 per cent of the price of my seat.

The Box Office Man—Well?

The Patron—Hand it back. I was not amused.—Life.

Nothing Much.—"Pa, what are ancestors?"

"Well, my son, I'm one of yours. Your grandpa is another."

"Oh! Then why is it people brag about them?"—Boston Transcript.

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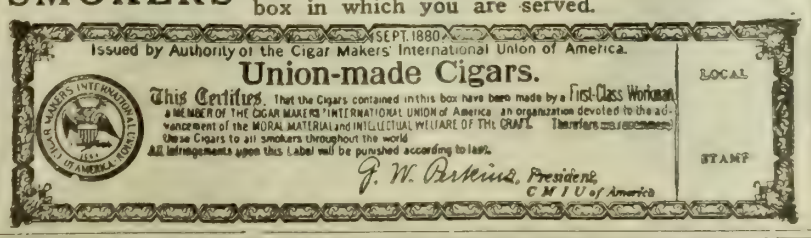

News from Abroad

Arabs led by Sheik Salam recently destroyed thirteen towns in French Syrian territory. Gravest anxiety for safety of the Christian population is felt, due to the fact that with the exception of a few Algerian Mohammedans, the French have withdrawn all troops from Ainbab.

Reports state that bands of highwaymen are giving serious trouble in the north of Brazil, especially in the State of Amazonas and the Acre Territory. So much robbery has been committed lately along the Amazon River that shippers are refusing to forward goods except at the risk of the consignee.

The arrival of a British military mission at Chita, capital of the Far Eastern Republic of Siberia, is reported in a Moscow dispatch to the Letvian Telegraph Agency, which adds that recognition of the Chita Government by the powers is imminent.

Consul Sholes, of Goteborg, states that on January 31, 1921, the Swedish Mercantile Marine comprised 2791 vessels, and of this number 1241 were steamers, 532 motor boats (mostly Diesel vessels), and 1018 were sailing vessels, comprising a total tonnage of 1,169,828 gross tons.

The Peninsular & Oriental liner "Benalla," from London to Sydney, Australia, with 1100 passengers and seamen, was beached near the Royal Sovereign lightship, close to the entrance to the Straits of Dover, after a collision with the British tank steamer "Patella." The collision occurred in a fog. A statement issued by the Peninsular & Oriental Company says no one was injured.

The coal strike in Great Britain, together with a general falling off in the shipping industry, has resulted in many vessels of all classes being tied up in the River Tyne, according to dispatches received from London. The number of the ships in the river and at the wharves has so increased, it is said, that laying-up berths are constantly being refused. As the strike of the ship stewards continues the congestion in all ports of Great Britain assumes alarming proportions.

Since the slump in the export trade the idle ships at Antwerp have increased from 111 on March 31, to 137 on April 30. The idle tonnage during April at Antwerp amounted to 1,032,167 as compared with 969,913 during March, and an increased number of ships left in ballast during April. The demand for outward tonnage is 25 per cent of the space available. The freight rate, however, remains unchanged. General unemployment still remains a serious problem, it being estimated that 179,000 are now idle.

William H. Robertsen, American consul general at Buenos Aires, commenting on dispatches from Washington that his refusal to aid five Chilean members of the crew of the American steamer "Martha Washington" to return to their country was the cause of the port workers' boycott of the "Martha Washington," declared the statements were based on a misconception of facts. He said the boycott began when the Munson Line refused to accede to the demands of the workers' union that the firemen on the "Martha Washington" be paid off, discharged and repatriated because of alleged ill-treatment.

With the Wits

"Pa, what's the difference between an epithet and an epitaph?"

"One is applied to a man before he is dead, and the other after, my son."—Exchange.

Bloke—Who was that fellow you talked to so long on the corner?

Soak—He was my old barkeeper.

Bloke—What did he say?

Soak—He said, "No."

—Carnegie Tech. Puppet.

Adam (sternly)—Always keep in mind, woman, that my word is law in the garden.

Eve (sweetly)—It's one thing to make a law, old dear, and quite another thing to enforce it.—Buffalo Express.

"Pa," said little Thomas Twobble, "what are the Three Graces?"

"You have me there, son," replied Mr. Twobble. "I've never heard of that team, although I'm tolerably familiar with vaudeville."—Birmingham Age-Herald.

A Sunday school teacher asked a small girl the other day why Ananias was so severely punished. The little one thought a minute, then answered: "Please, teacher, they weren't so used to lying in those days."—London Morning Post.

It Pays to Advertise.—A Western evangelist makes a practice of painting religious lines on rocks and fences along public highways. One ran: "What will you do when you die?"

Came an advertising man and painted under it:

"Use Delta Oil. Good for burns."—The American Legion Weekly.

After a sermon by an old colored preacher, one of the brethren said to him:

"Br'er Jenkins, how fur off, you reckon, hell is?"

"How old is you, Br'er Thomas?" asked the preacher.

"Well, suh, ef I don't miss my kalferlations, I is sixty-fo'."

"Well," said the preacher, "we'en you wuz born inter dis worl', hell wuz jes' sixty-fo' years off, and all I got ter say is, ef you ain't in sight er it right now, it ain't yo' fault!"—Atlanta Constitution.

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VOL. XXXIV, No. 39. SAN FRANCISCO, WEDNESDAY, JUNE 1, 1921. Whole No. 1755.

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FACTS AND FIGURES

International Shipping Conspiracy Suggested in Correspondence

All the evidences of conspiracy are contained in the present lockout of American maritime workers. Perhaps the ramifications and extent of interests responsible will never be entirely exposed, but even at this time there are certain striking features which reveal criminal intrigue and manipulation. That which is of most serious concern to Americans is the manner in which the United States Shipping Board appears to have been enmeshed in a web of foreign influence and maneuvered into a position where it has become the most potent weapon in the hands of predatory interests.

A powerful bureau, maintained at great expense to our people, for the purpose of building up our Merchant Marine and foreign trade, has been adroitly manipulated to a position where it reacts.

At a period when its operations should be most effective and beneficial, and when it ought to be of greatest assistance in keen world competition for trade, the Shipping Board has been effective only as a co-partner, with private and foreign-minded vessel operators, in garroting our overseas commerce. The fact that it is operated in conjunction with private shipowners, in ruthless aggression upon the living standards of American seamen, is but incidental.

A few of the salient features of the situation are revealed in the following correspondence:

May 13, 1921.

Hon. W. S. Benson,
Chairman United States Shipping Board,
Washington, D. C.
Dear Admiral:

Enclosed please find a pamphlet headed "Statement of Facts," concerning the present lockout in the Merchant Marine. Extracts from this pamphlet have been published and have been characterized as "malicious inventions" and as "reckless libel on a responsible department of the Government and of the American Merchant Marine."

It is because of these accusations and statements that I send the pamphlet to you. The pamphlet will, on these questions, speak for itself.

In your statement made to the meeting called by you on April 27, and published on page 32 of the aforementioned pamphlet, you will find on page 33 the following language used by you:

> "You will recall that in February last the Shipping Board with other shipowners invited representatives of the seafarers into conference to discuss a voluntary revision of wage scales in order to meet new economic conditions. The men made no concessions."

As appendix to the pamphlet, you will find under date of January 25, 1921, a letter addressed to Percy J. Pryor, Secretary Eastern and Gulf Sailors' Association, Inc., 67-69 Front street, New York City. In this letter there is no suggestion of a meeting or of a conference. On page 2 of the appendix you will find a letter addressed to the Eastern and Gulf Sailors' Association, 67-69 Front street, New York City, signed by yourself, in which you associate yourself with the contents of the letter just mentioned. On page 5 of the appendix you will find a letter addressed to the American Steamship Owners' Association and signed by the Joint Grievance Committee of the maritime nations, in which you will find the following:

> "We respectfully suggest that a conference be called at the earliest possible date, to go into the whole subject matter with a view of such revisions as can be agreed upon and as will then be made the basis for an agreement to carry us through another year.
>
> "Again assuring you of our utmost concern and our willingness and desire to co-operate with you on the propositions which we both have in view, and awaiting an early reply, we beg to remain."

On the same day a copy of this letter was forwarded to you together with a covering letter, which you will find on page 5 of the appendix, from which please note the following:

> "As stated in the letter to the American Steamship Owners' Association, we stand ready—eagerly ready to co-operate for the upbuilding of a real American Merchant Marine and of a real sea-power for America. We hoped and still hope to have the co-operation of the shipowners. We felt sure and we still feel sure that we shall be permitted to co-operate with you and the American Government, even though we should not be permitted to co-operate with the American shipowners."

And on page 7, the following:

> "In the earnest hope and expectation that such co-operation may be arranged for, and that such meeting will be called for that purpose and that such meeting will be successful, we beg to remain."

No answers have been received to these letters from the Shipowners' Association, nor from you, except a bare acknowledgment from you of receipt of letter addressed to you, and no meeting was called until the 19th of April. As you know the agreement ended on the 30th of April.

On page 33 I quote from the statement handed to us by you at the meeting on the 27th:

> "It is in the effort to clear the situation that I have thought it best to ask you gentlemen to meet me."

On page 13 of the appendix I quote from a bill of complaint in equity, submitted to the United States Court at Baltimore, Md., Shipping Board and Shipowners' Association, as follows:

> "That heretofore, to-wit, on or about April 1, 1921, the United States Shipping Board passed an order requiring all of its operators to put into effect a lower scale of wages, and also taking away various other privileges hitherto enjoyed by the seamen on Shipping Board vessels, such as overtime, etc., said new scale of wages to take effect May 1, 1921."

Unless perjury were committed at Baltimore, the wages and conditions to be offered to the seamen had been finally determined upon by you prior to April 1, 1921.

There are many other important matters in this pamphlet. They are in fact, too numerous to be placed in this letter. I, therefore, beg of you to give your personal attention to this pamphlet.

In the Washington Post of today you are quoted as saying:

> "The Board has withdrawn six Government-owned ships from operation by the United States Transportation Company of New York, Chairman Benson said, because the company had disregarded the order of the Board for a 15 per cent wage cut and had signed men at the old scale."

The 15 per cent wage cut for the personnel needs some explanation. From the best authority, the wage cost of operation of vessels is 7.5 of the total cost, all other costs being 92.5. Fifteen per cent of 7.5 is 1.125. In other words, the reduction in the wage cost is one and a fraction of a cent on the dollar. In order to make it plain what it really means, let us assume that it costs $1000 a day to run a vessel. The reduction insisted upon by you will amount to $11.25 per day for that vessel. A reduction from $1000 to $988.75. The difference is so slight, so unimportant to the vessel that the difference in coal consumption between skilled and unskilled firemen will more than cover the difference in one watch of four hours during a run. These facts, taken together with what the pamphlet shows, furnish exceptionally good proof that the question of saving is not the main question.

You will kindly remember that prior to the New York meeting I stated to you in Washington, that "so far as the unlicensed seamen are concerned, wages and hours of labor is a secondary consideration, the building up of a skilled American personnel for an American Merchant Marine and a sea-power for America is primary." This statement was repeated in New York with your representative Darragh de Lancey present. It was repeated to you again in the meeting called by you in Washington. And it was because of the international ramifications and the fundamental national interests involved that we offered to submit the whole matter to the President of the United States without any conditions or

qualifications whatsoever, declaring ourselves ready to abide by his decision.

Most respectfully yours,

ANDREW FURUSETH, President,
International Seamen's Union of America.

Enc.

Washington, D. C., May 13, 1921.

Hon. Wesley L. Jones,
Senate Office Building,
Washington, D. C.

Dear Senator:

From the wage schedules submitted in the pamphlet and from the statement of Admiral Benson, as given in this pamphlet, you will see that there is an absolute insistence upon the 15 per cent reduction in the basic pay of the personnel on board of American vessels.

The wage cost of operating a vessel, according to the very best of authority, is 7.5 per cent of the total cost, the other cost being 92.5. Fifteen per cent of 7.5 is 1.125, which will be the total saving to the vessel. Assuming that it costs a vessel $1000 a day to run, the total saving will be $11.25 per day. The total cost must, therefore, be $988.75 in lieu of $1000. Unskilled firemen will waste more coal in one watch than the amount of savings herein shown.

Aside from all other things in the pamphlet, including the British charter of the International Shipping Federation, Ltd., this showing of the saving seems very good evidence that this struggle is not over 15 per cent reduction in the basic pay of men, but is for some other purpose.

Most respectfully yours,

ANDREW FURUSETH.

Washington, D. C., May 14, 1921.

Mr. Winthrop L. Marvin,
Vice-President and General Manager,
American S. S. Owners' Association,
2435 Whitehall Building, 17 Battery Place,
New York City, N. Y.

Dear Sir:

The Washington Post of Friday, May 13 (yesterday), carried an Associated Press dispatch in which Mr. Raymond and yourself characterize statements made by me as "malicious invention" and "reckless libel on a responsible department of the Government and of the American Merchant Marine."

The dispatch does not contain any information to which particular statement of mine these expressions are applied. I presume that you and Mr. Raymond have reference to a pamphlet, in all about 52 pages, headed "Statement of Facts," concerning the present lockout in the Merchant Marine, and that more immediately it applies to statements made by me to the effect that the present upheaval, lockout, or strike, whatever you may call it, is a result of an international agreement, either specific and of record somewhere, or in the form of a gentlemen's agreement about what the shipowners of the world have agreed to do, with or without stating their specific and real purpose. In the pamphlet is a copy of the incorporation papers of the International Shipping Federation, Ltd., with headquarters in London, members of its Executive Board in the more important maritime nations of Europe, and agents everywhere. The incorporation papers contain the following:

> "(2) To consider all questions affecting the interests of the shipping trade and other trades connected therewith and to do all such things as may seem expedient with a view to the promotion of such interests.
>
> "(3) To procure the adoption, improvement, repeal, abrogation, or alteration of any laws, maritime contracts usage, and customs in relation to such trades which it may seem to the company desirable to adopt, improve, repeal, abrogate, or alter and to oppose delay and resist any enactments, rules, regulations, by-laws, customs, or wages which may seem adverse to the interests of such trade or any department thereof.
>
> "(4) To indemnify any persons and companies interested in the shipping trade or other trades connected therewith against losses, liabilities, and contingencies in relation to any such trade and generally to carry on any kind of guarantee and indemnity business other than employers' liability insurance.
>
> "(5) To establish and maintain in any parts of the world bureaus or registries for engaging the services whether in relation to navigation or management of ships or vessels or in loading or discharge of cargoes or any other operations, whether on land or sea of officers, managers, stewards, clerks, messengers, servants, seamen, firemen, laborers, and other persons employed in any such business and for collecting and supplying information to members of the company and others in relation to any of the said businesses and to supply such services and information accordingly, whether gratuitously or otherwise, as may be deemed expedient."

The basis of the international organization of shipowners is protection and indemnity, as will be seen under clause 4 of the charter. I have characterized the American Protective and Indemnity Association as a younger brother of the English association. The one is modeled upon the other, and the English charter of the International Shipping Federation, Ltd., specifically authorizes and insists upon co-operation with every shipowner organization throughout the world.

The attack upon the Seamen's Act by European shipowners is general, definite and substanially the same as the attacks and actions of your organization. The shipowners of Great Britain are hunting down and punishing British seamen who left their vessels in American ports under the terms of the Seamen's Act, wherever such seamen can be found returning to Great Britain. The Danish shipowners are doing the same, and this is shown in the pamphlet. Strong pressure has for several years been brought to bear upon our executive Government, either to have the law repealed or suspended.

It seems evident that some understanding was arrived at in Europe in the month of December, or in the early part of January, because the Dutch shipowners were not represented at the Brussels meeting, which had for its purpose to reduce the weekly hours of labor for sailors to fifty-six hours, and the weekly hours of labor for firemen to forty-eight hours per week. This meeting, however, agreed that a subcommittee should meet in London at a later date for the purpose of arranging the change so as to make it the least burdensome for the shipowners. When this meeting was called the shipowners of Norway, Sweden, Denmark and Holland failed to appear.

Between the 10th and 20th of January, this year, shipping companies on the Pacific gave notice of abrogation of the agreements which they have had with the seamen. When they (the companies) were asked if they would have a meeting to consider any new agreement, they answered, "No." The shipowners on the Atlantic notified the personnel on American vessels with whom they had arrangements through their organizations, that they desired a 25 to 30 per cent reduction in the wage rate, the subsistence rate and the abolition of all overtime pay. When they were asked to meet, letter being sent to them on the 31st of January, they refused even to answer. The Norwegian shipowners gave the two months' notice provided in their agreement with their sea personnel so that all the agreements under which they worked would end by April 1. The English shipowners submitted to the seamen, through the seamen's organization, a proposal for a reduction of £4—£10 per month for each rating on board of ship, the amount would be between 25 and 30 per cent of reduction. The reason given for these general proposals of reduction was competition.

When it was found that no arrangement was arrived at in America, the question between the English shipowners and the English seamen was laid over until the 22nd of April. In Norway it was laid over until the 15th of May. The Norwegian shipowners proposed a reduction of 25 per cent this spring and another 25 per cent in the fall. The American shipowners proposed a clause that would permit them to abrogate the agreement upon giving thirty days' notice, and when an endeavor was made to have them agree for a year's time, they informed the parties that they expected to put in force another reduction in the fall.

You, Sir, have conducted these negotiations, and, therefore, you are well aware of the facts. It would be altogether too remarkable a coincident that the shipowners of Europe and the shipowners of America should demand from the seamen substantially the same things and do it at the same time, unless there was some arrangement, such as is provided for in the incorporation papers of the International Shipping Federation, Ltd., part of which is quoted above.

But, Sir, this is not all. Students of maritime history know that no nation attains to sea-power unless its nationals are seeking the sea for a livelihood; no nation was ever able to retain sea-power after its nationals had left the sea. European shipowners and governments understand this, and some of the European nations base their national laws dealing with maritime affairs upon it. If the native American can be driven from the sea, there can be no doubt that America will ultimately have to sell those ships to those who know how to manage them and how to operate them, and the ships will have to be sold for such prices as the buyers are willing to pay.

This lockout, claimed to be over a paltry $11.25 in a thousand of the expenditures in operating ships, must, if you be victorious, result in driving from the sea again nearly all the 51 per cent of native Americans who now constitute the total operating force of seamen, not including officers, in our Merchant Marine.

This is substantially what is to be found in the pamphlet. I am repeating it in a letter to you, and I am publishing the letter, if I can get it published. I shall indeed be glad of the opportunity which any prosecution for criminal libel would give me.

Yours very truly.

(Signed) ANDREW FURUSETH.

Washington, D. C., May 16, 1921.

Hon. W. S. Benson,
Chairman U. S. Shipping Board,
Washington, D. C.

Dear Admiral:

You are informing the public that the vessels belonging to the Nation and bought by the people's savings in the form of Liberty Bonds cannot operate because of excessive wage-cost. You demand a 15 per cent reduction in the wages in order to be able to operate. This reduction in wage-cost demanded by you amounts to no more than $11.25 in each thousand of total operating cost.

You stated to the meeting on April 29, 1921 (prior to the lockout), that you were operating under a deficit of $15,000,000 per month. To the House Committee on Appropriations you submitted a report of deficiency for year ending June 30, 1921, $36,852,000. You estimate a deficit of $134,000,000, for the year ending June 30, 1922, equivalent to $11,166,666 per month. In a report, which you must have furnished to Senator Fletcher—Congressional Record, page 79, April 12, 1921, it is stated that in January, 1921, 1109 steel vessels were in operation. Giving to each of those vessels a crew (from master to boy) of 45 persons (a high average) these vessels would need 50,905 men, which at an average of $125 per month per man will amount to $7,890,275 per month including their food unprepared at $1 per day per man.

According to the same report 520 vessels—251 steel and 269 wood—were laid up. If these vessels were operating they would at forty persons per vessel (a very high average) require 20,800 men (master to boy) and their wages would, including their food, amount to $3,224,000. Total of all vessels, if in operation, $11,114,276. Allowing $885,725 per month as overtime pay (surely excessive under any reasonable rules) the grand total cost might be, but could not exceed, $12,000,000 per month. Taking the vessels in operation, the difference between the total crew cost and your estimated deficit is $3,276,391. Taking the total number of vessels 1629 as operating, your estimated deficiency would pay the wages and food of the entire fleet. In other words, in the first instance your deficiency would be $3,276,391, if the crews worked without wages and furnished their own food. If the total fleet were operating, and if the men worked without wages and food it would be about even. Your efficiency would be wiped out.

On May 11, 1921, Mr. Krutschnitt of the Southern Pacific (surely a respectable witness) testified before the Senate Investigating Committee on Railroad Revenues and Expenses as follows:

> "The balance sheet of the United States Shipping Board, as of January 1, 1921, evidenced expenditures aggregating $3,062,000,000; 1,667 vessels have been built and placed in commission, many in domestic coastwise service in most aggressive competition with the railroads. The practice of the Shipping Board is to turn these vessels over to agents to operate them at the expense of the Shipping Board, who receive for their services 5 per cent of the gross receipts. They are relieved of obligations to show any net return to pay overhead expenses or a return on the property investment, so that all incentives to conservative rate making and efficiency of management are absent. The agents' compensation is in no wise affected by rising costs, increased operating expenses, or losses; their whole aim is to increase gross earnings as thereby they increase their profits. Indeed the terms of the contract, as may be well understood, encourage extravagance and waste."

In view of the facts above stated and the testimony given by Mr. Krutschnitt, we respectfully suggest that you ought to give some detailed information to the public, or to Congress where it would be accessible to the public, about what becomes of the earnings of the vessels now in operation and that you withdraw the charges which you have made against the seamen.

Most respectfully yours.

(Signed) ANDREW FURUSETH,
President,
International Seamen's Union of America.

Washington, D. C., May 19, 1921.

Hon. William S. Benson,
Chairman, U. S. Shipping Board,
Washington, D. C.

Dear Admiral:

On the 29th day of last month (April) in a meeting called by you I, on behalf of and instructed by representatives of the Seafarers' Unions, officially made a proposal that

> "Preference be given to American citizens for all ratings for which they are qualified, second preference to those who hold intention papers, and preference of such intention papers should be according to seniority of the papers."

You hesitated and qualified until the proposal became meaningless. The shipowners definitely

(Continued on Page 11)

Weekly News Letter

Contributed by the American Federation of Labor

Cut Teachers' Pay

Public school teachers in Florida are facing a wage cut to provide an old age pension for them. The plan is being resisted by practically every teacher in the State. These teachers show that their wage does not provide a decent living.

It is proposed that sums deducted from the teachers be placed to the credit of a board appointed for that purpose. The funds shall be invested and any losses shall be charged to the fund, as will cost of wages for the board and its operating expenses.

The scheme is based on the assumption that the teachers need a guardian, so the politicians step in, create a few soft snaps for themselves and establish a fund out of the meager earnings of teachers with which to take "fliers" in the stock market.

Figures made public by the Department of Commerce show exports for April, $340,000,000, were less than any month before the war, and $46,000,000 less than for the month of March, which was the next lowest month in seven years. While the country is exporting less, there is a gradual increase in imports.

Have Ready Excuses

When the steel trust cut wages the Nation was told that conditions "are now stabilized" and prosperity will resume. The only thing that has been "stabilized" is a lower living standard for these wage earners and an argument for other cheap wage employers to use against workers who resist wage reductions.

The predicted prosperity has not appeared and this has forced the "molders of public opinion" to rearrange their alibis, and the public is now told that "important men" in the steel industry "are now quite frank" in saying that conditions will hardly change during the year.

Would Crush Labor

It is estimated that forty thousand men, women and children in the coal district of Alabama are without food. They are housed in tents furnished by the United Mine Workers of America. To relieve this situation, trade unionists are contributing funds and the State Federation of Labor has forwarded $500. The coal owners deny that starvation exists, while they force miners to make oath that they are not, and never will be, members of the United Mine Workers.

A State-wide blacklist is being conducted against the union miners, with the approval of Governor Kilby. The State executive acted as arbitrator in the recent mine strike and supported the coal owners in every point.

Governor Kilby also ruled that the coal owners are under no obligation to reemploy these miners. The Governor has been called upon to relieve the distress that his decision created, but refuses to act, and has publicly declared that he "sympathized with the miners." This statement has brought a withering reply from Van A. Bittner, representative of the United Mine Workers, who tells the official that "such hypocrisy makes men wonder." The trade unionist refers to a public statement by the Governor when the strike was on, wherein the people of Alabama were called upon to "run the agitators out of our State."

Hog Islander Yawps

At a convention of business men in Atlantic City, Peter O. Knight of Tampa, Fla., declared that the business men of the United States "must inform Samuel Gompers and the labor leaders that the people of the United States are not going to live under the constitution of the American Federation of Labor and the red flag of anarchy."

During the war Mr. Knight was vice-president and counsel for the corporation that operated the Hog Island Shipyard at Philadelphia. The jobbery at Hog Island was a subject of discussion on more than one occasion in the United States Senate, and one lawmaker declared that the island "was properly named."

Mr. Knight should be an authority on anarchy. During the recent strike of cigarmakers in his city a posse of respectable citizens ordered an organizer to leave that city. The trade unionist recalled the lynching of other trade unionists in the same city and obeyed the order.

Big Biz Opposes Profits Tax

The reason big business wants the excess profits tax removed was shown in a decision by the United States Supreme Court, which has rejected the claim of the La Belle Iron Works that increased valuation should be considered as invested capital, and is therefore not taxable.

In 1904 the company bought iron ore lands in Minnesota for $190,000. In 1917 this property increased in value to $10,000,000, which the company covered by a stock issue and carried it under invested capital.

The company resisted the Government's attempt to collect taxes on this increased value of $52 for every dollar originally invested, on the ground that the $10,000,000 stock issue represented invested capital.

In denying this claim the Court said that every line of the law "shows evidence of a legislative purpose to confine the account to such items as were paid for in stock or shares specifically issued for it and to their value 'at time of such payment.'"

Hundreds of millions of dollars in taxes are involved in the decision, as there are few partnerships or corporations which do not carry on their books an item showing substantial sums resulting from increased value of capital assets. According to the Supreme Court's decision, these valuations are not exempt from taxation.

While the decision shows the real reason why big business wants the excess profits law repealed, it also illustrates a major reason for high prices, which business places on its products to pay dividends

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Employing bakers of Scotland have attempted to increase working hours from 44 to 48 per week. A ballot by the unions favors resistance to employers' demands by stoppage of work.

Members of Swedish trade unions unemployed at the end of March, 1921, approximate 25 per cent. Bricklayers and clothing workers, with approximately 40 per cent membership unemployed, are the chief sufferers, while tobacco workers, with less than 1 per cent idle, are the least affected.

According to the latest figures supplied to the Danish Statistical Department by trade unions and the Central Employment Exchange, which included a total of 303,593 workers, 23.2 per cent were unemployed on February 25, as compared with 19.7 per cent in January, and 9.6 per cent for the same period of last year.

The union spirit seems to have thoroughly infected natives of the South Sea Islands. Those Samoans who have been mandated to the control of British laws do not take to the change in kindly manner; unrest is rampant, strikes are of daily occurrence, and the authorities are experiencing great difficulty in driving the workers back to "normalcy."

Arsenal workers and employes of railway shops at Cairo, Egypt, have struck, and a general railway walkout is threatened. Field Marshal Viscount Allenby, British high commissioner in Egypt, issued a statement referring to the recent disorders in which he says he is loath to intervene in party politics, but that in the last resort the responsibility for law and order devolves upon him.

In accordance with program and with display of remarkable solidarity, the workers of Norway struck on May 26 in support of the maritime unions, which have been out in opposition to a cut in wages for several weeks. More than 120,000 workers responded to the call, causing a complete industrial paralysis throughout the country. Mobilization of the army and navy have been demanded by the employers.

Rome reports three persons dead, two dying, and many suffering from wounds as result of a pitched battle between Communists and Extreme Nationalists at Chiusi, Tuscany. A general strike has been declared in Civitavecchia, followed by a pitched battle between Fascisti and longshoremen, in which two persons were killed and ten wounded. Military forces occupied the city upon the calling of the strike. Eight persons were wounded in a conflict near Florence, while one person was killed and several wounded in a fight near Matua.

The British Premier, Lloyd George, [illegible] another attempt to end the coal stoppage, when he addressed a deputation of mine owners and the executive body of the Miners' Union, urging the necessity of an early resumption of work because of the country's alarming increase in unemployment and the general slowing down of all industries. The Premier repeated the Government's offer to grant £10,000,000 to tide the coal industry over the period during which a permanent settlement shall be negotiated, but warned the conference that there was no chance of increasing that amount.

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If you are an American or want to be one, or if you don't know, get Axtell's book and find out what America stands for today. What are you doing to see that equal opportunity to each Citizen of the United States in this great land, is preserved? The Seaman's Act, the Emancipation Act of seamen, a bloodless victory for the organization of workers, freeing more men than the Civil War of 1865 and without bloodshed, is fully explained in this book. Postpaid retail price, $1.00.

Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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(Member of the Eastern & Gulf Sailors' Association.)

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Prestoff, S.
Preston, E
Ruder, A. R.
Redondo, Manuel
Reyer, John T.
Roberts, F. E.
Robertson, E. J.
Rosenau, J.
Saine, Arthur A.
Scartland, Gunnar
Scott, James
Seppa, Sulo
Seppel, Peter
Shalin, Nils
Sibley, M.
Skogmo, Paul
Sinclair, P.
Sipila, H.
Sjogren, Abel
Skaar, O. M.
Skubber, H.
Slade, I. S.
Smith, Carl J.
Spatig, Harvey L.
Spencer, Tom
Sterchie, Jack
Stepsis, Joseph
Stetson, Henrey
Svansson, Ernest
Swanson, E. O.
Taylor, Bert
Tayler, J. G.
Thompson, Guy
Tolman, W. E.
Tingstrom, A. R.
Toomey, Paul
Tunkanen, John J.
Veenbrink, H.
Wallace, Chess C.
Wallace, E. J.
Scartland, Gunnar
Wick, Chas.
Wirtanen, Frans
Wijchel, J.
Wood, E. E.
Wolf, Herbert
Walters, Fred L.
Worn, Otje
Young, Carl Henrey
Yeoman, W. E.
York, Chas. E.

PACKAGES

Heaps, James
Okasski, Wellington
Peterson, Jack P.
Laborne, Roy

ALBERT MICHELSON, Attorney at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Douglas 1058. Residence Phone Prospect 2908.

Tacoma Letter List.

Batikis, V.
Bertelsen, Bertel
Dominguez, Joseph
Jarvinen, Oscar
Krane, Anton
Low, G.
Magnusson, E. W.
Melgail, Michael
Nelson, Andrew B.
Persson, Fritz
Leonard
Smith, John
Smith, Carl Johan
Thompson, T.

INFORMATION WANTED

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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REMOVAL NOTICE

Members of the Masters, Mates and Pilots' Association of the Pacific, and shipping interests in general, please take notice that, on and after April 30, 1921, the Headquarters of the Masters, Mates and Pilots of the Pacific will be located at 52 California Street, in place of 62 Steuart Street, San Francisco, Cal. The telephone number will remain the same as present: "Kearny 2034."

W. H. STARK, Sec'y.

INFORMATION WANTED

Anyone knowing the whereabouts of John Johnsen, a native of Bergen, Norway, and a member of the Sailors' Union of the Pacific; last heard of in Norfolk, Va., on board the S. S. "Lake Texan," kindly communicate with his brother, Andrew Johnsen, P. O. Box 65, Seattle, Wash. 4-27-21

Anyone knowing the whereabouts of Robert J. Philpott will please notify his mother, Mrs. Philpott at 547 East Julian Street, Savannah, Ga. Philpott's father has died, and his mother is anxious to have him return. 4-20-21

Mrs. M. Black, 100 Plain street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, George Baxter, last seen in March, 1920, at Tampico, Mexico. 6-1-21

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Pacific Coast Marine

The United American Line's freighter "Texan" left last week for Atlantic ports with a large consignment of California fruits. Listed in the "Texan's" cargo are over two thousand tons of California canned fruits, fish, vegetables and over fifteen hundred tons of California dried fruit. The balance is made up of other local products.

A nice little sum in salvage will be received by officers and crew of the freighter "William H. Webb," which recently arrived at Honolulu from the Philippines and the Orient. The salvage is given because of the prompt action of the "Webb" when it pulled the United States Shipping Board freighter "Alloway" off the beach after the latter vessel had run aground in the Philippines.

Captain Charles J. Swanson, president of the Half Moon Bay Steam Navigation Company, has inaugurated a freight service between this port and Half Moon Bay with the departure each day from pier 23 of the gas schooner "Point Reyes." The little craft takes forty tons of freight and departs each morning at 5 o'clock, returning every afternoon at 3 o'clock. Swanson says the trade is good.

Rapid work was recently performed by the Crowley derrick barge No. 53 in transporting and placing three sixty-five-ton boilers in the holds of the British tank steamer "Achatina." The boilers were installed in two hours by members of the Union Construction Company's shipyards. The boilers were taken from the Moore shipyards in rapid order to the side of the "Achatina." The vessel is building for the Anglo-Saxon Petroleum Company and is of 8500 deaweight tons.

Shipyards around San Francisco bay are fairly active, despite the slowness of shipping and the maritime strike. The Moore shipyards at present are working on seven steamers. The boilers of the British tanker "Tachee" of the Standard Oil Company is at the Moore yards, being retubed, and the craft is also undergoing general overhauling. The tanker "S. C. T. Dodd," also of the same company, is being repaired. Five other vessels are in outfitting slips of the company.

For the purpose of seeking a permanent privilege to carry passengers both ways between Hawaii and San Francisco, efforts are now being made by the China Mail Steamship Company in Washington. In making its plea the company states that, while its stock is not 75 per cent American-owned, as provided by law, before it can engage in this traffic, it nevertheless is not a foreign company, as 51 per cent of the stock is American-owned. The company at present is forced to secure a permit every time one of its vessels wishes to engage in this trade.

Two Japanese freight steamers putting into North Pacific ports are being offered on the market for 57 shillings a ton for wheat from the Columbia river to the United Kingdom. This information has electrified local shipping circles and demonstrated the determination of Japan to break in upon American trade routes and secure cargoes at a figure lower than those heretofore quoted by vessels flying the United States flag. Recent rates have been quoted at sixty dollars a ton in the trade to the United Kingdom. Japan's offer, it is said, lowers the market price and places Japan on a keen competitive basis.

Due to the maritime strike and the tieup of hundreds of steamers when the engine room crews abandoned the vessels, the coastwise sailing craft, which had been relegated to history as an episode of a bygone era, are now reentering coast trade. Over 125 steam schooners which had been plying in the coastwise lumber trade are moored snugly in their harbors, because of the strike, but during the past week many charters were being offered for sailing craft. The rates for sail tonnage in coastwise trade which have not been quoted for many years are understood to be around $9.50 or $10, just about equalling the top notch reached for the same tonnage and the same trade during the rush of reconstruction materials to San Francisco following the fire of 1906.

Utilization of the Panama Canal to carry fruit from the Pacific Coast to the Atlantic has resulted in deliveries being made in three days' faster time than when the shipments were made via transcontinental rail and water route, according to the Panama Canal Record. Not only was there economy in time, but shippers saved 75 cents a box under the rate offered by the railroads by shipping their products on intercoastal steamers. In an effort to meet the express service of perishable freight recently placed in operation by two of the intercoastal lines, the railroads are proposing the inauguration of a twenty-day schedule to carry these perishables. Plans of steamship lines in the intercoastal service to devote two thousand tons of refrigerating space on their vessels for the carrying of fruits has resulted in the awakening of the rail carriers to the fact that their monopoly of the refrigerating transportation of this country is threatened.

Attention of all maritime interests is invited to the universal change in naval radio stations' working waves, wave settings and broadcasting schedules, effective at midnight, May 31, Greenwich time, and 4 o'clock in the afternoon, same date, Pacific Coast time. Radio station, S. F. (NPG)—1908 meters spark; 4650 meters arc. Radio station, Farallones (NPL)—1620 meters spark. Radio station, Eureka (NPW)—2650 meters spark. Following is the daily routine of broadcasting effective May 31 at 4 p. m.: 1:15 a. m., press, 1908 meters; 8 a. m., weather and hydrographic reports, 600 meters; 11:55 a. m., time, followed by weather and Alnavs on 1908 Meters spark, 4650 meters arc and weather and hydrographic reports on 600 meters spark; 4 p. m., weather and hydrographic reports on 600 meters spark; 9:55 p. m., time, followed by weather and Alnavs on 1908 meters spark and 4650 meters arc, and weather and hydrographic reports on 600 meters spark.

In making port recently, the Norwegian freighter "Pacifico," from Cardiff via Salina Cruz, gave considerable relief to her consignees. The craft was two days late on account of head winds, which caused apprehension to interested parties that the vessel would be too late in arriving to escape the added tariff on foreign sugar, which is provided for in the bill expected to be signed by President Harding at any moment. The "Pacifico" brought in three thousand tons of sugar and one thousand tons of coffee to C. Henry Smith. The present duty on sugar from foreign ports, other than the Philippines, and also the Hawaiian Islands, is $1.256 per hundred pounds. The new tariff passed by the Senate and awaiting the O. K. of President Harding will be $2 per hundred pounds. In reference to the importation of sugar from Cuba there is a differential of 20 per cent in the tariff as compared to other countries.

Two San Francisco steamship companies recently announced establishment of a monthly freight service between San Francisco and New Orleans. The companies are Norton Lilly and the Luckenbach steamship companies. Both concerns are at present operating a fleet of freighters in the intercoastal service. Plans have been made to maintain a monthly service between San Francisco, New Orleans and other Gulf ports. The first vessel of the company to operate on the run will be the freighter "Anniston," loading at New Orleans early in June. Other ports of the Pacific Coast included in the service are San Pedro, Portland and Seattle. The company was prepared to place as many vessels in this service as the freight service warranted. The Luckenbach line announces that it has placed two of its steamers in this service, the "Pleiades" and the "Hattie Luckenbach." The "Pleiades" was withdrawn from its intercoastal service and the "Hattie Luckenbach" has been running in the transatlantic service. Vessels of the company will also cross the bay from this side to Oakland to discharge and load cargo.

The American Shipbuilding Company intends entering the intercoastal freight service with a fleet of new vessels. All of the vessels are 3800 deadweight tons and were constructed on the Great Lakes. Plans have already been made by the owners to equip all ten steamers with refrigerating space. An agreement, according to reports, has been entered into with the California Fruit Growers' Association to handle the movement of fruits from the Pacific to the Atlantic. Recently the owners offered to sell the ten steamers to the California Fruit Growers' Association, but the latter decided that it would not be advisable to purchase them. Prior to the arrangements to place the vessels on the intercoastal service the owners were endeavoring to sell them to foreign buyers. Under the present arrangements an operating company will be formed to handle the service; the fruit growers on the Pacific Coast have promised to ship their citrus products by these American refrigerator ships. It is reported that the apple growers in the Yakima Valley have promised to ship two thousand carloads of apples this season, and that similar promises are expected from other fruit-growing districts. The entrance of this service into the intercoastal trade will make competition between the water carriers operating from the Pacific Coast to the Atlantic even more keen. At present it is generally believed that there is a surplus amount of intercoastal tonnage, but there is a scarcity of refrigerator ships. It has been found that by the forced system of ventilation oranges and lemons can be transported from here East on steamers without being damaged. More than 100,000 boxes of lemons and oranges have been shipped by the Panama Canal route.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

International Seamen's Union of America

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(Continued on Page 11)

The Seamen's Journal

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BY THE
SAILORS' UNION OF THE PACIFIC

ESTABLISHED IN 1887

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S. A. SILVER.....Business Manager

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To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, JUNE 1, 1921.

U. C. STUDENT STRIKEBREAKERS

Once again the University of California compels recognition as a school and source of supply for strikebreakers, but this time there seems to be diverse opinion among the faculty of the institution regarding the right of students to act as strikebreakers. The fact that there is a difference of opinion on the subject at least is something for which to be thankful, inasmuch as it proves that all the collegians are not of one mind. As to the right, that is a matter of question and the point of view.

The constitutional inalienable right to pursuit of happiness should not be challenged at any time, but there is no moral right to scab. Therefore, if certain individual students in the University of California have discovered that their "pursuit of happiness" means submission of their bodies and intellects (?) to the whims of greedy and unscrupulous employers for degradation of our American seamen, the warped viewpoint might give semi-justification to such contemptible actions. The individual guilty of such mental perception, however, must be utterly devoid of noble attributes or the finer qualities which are considered necessary characteristics of real men.

If some of the unformed minds of young students are susceptible to the impressions of reactionary professors, who maintain the right to scab, they are unfortunate in the fact that they have not sufficient strength of character to offset their weakness of mind.

These are the weaklings who bring discredit upon their Alma Mater.

The act of strikebreaking by students is altogether inexcusable on any ground whatever. It is committed without honesty of purpose, without principle, and carries neither glamour nor romance. It can never be committed by a real patriot, notwithstanding the fact that patriotism is so frequently made the curtain behind which incompetents and scoundrels hide.

The patriot is he who loves and is devoted to his country, who strives for its welfare, who aims to bring happiness to his people; his heart is with his fellowmen and he rejoices in the happiness of little children. The strikebreaker, or scab, is the antithesis to the patriot; therefore, there is no weight to excuses on the grounds of patriotism.

The student who deliberately scabs does not do so under the spur of necessity, and he knows that he is only a very temporary makeshift. He does not intend to remain in the Merchant Marine service, and if he has the intelligence of a flea, must understand what a miserable instrument he becomes in the hands of ruthless operators.

If such facts are realized there must be other reasons which impel towards strikebreaking. Can it be a desire for adventure? If so, what adventure is there in accepting the protection of gunmen, sluggers and police, and in working as a seaman for the pittance of $72.50 per month? What thrill is there in being made the thing which is used to degrade and destroy living standards?

What notable glory is to be achieved by association on an equality with coolie beachcombers in the forecastles of non-union vessels? What is there romantic in the efforts of swabbing paintwork or mopping up the decks after seasick passengers? If it is for adventure—before the first passage is over they will have all of that kind they want.

Perhaps the student has a desire to emulate the worthy journalistic exploits of Jack London and is seeking local color for future use. If such is the case, the deluded victim is due for a sharp awakening. Unless he is very careful the only color he will absorb will be to his eyes, from some ship's officer, enraged by unmitigated snobbishness and incompetence.

If the student strikebreaker should happen to be one of those "pretty boys," always careful of personal charm or appearance, crease of the pants, parting of his hair, etc., who has been the recipient of the "glassy eye" and "cold shoulder" which our modern American girls have learned to give to such creatures, and he desires to win the adoration of the feminine element at college by tales of his experience, it is love's labor lost, for there is nothing as contemptible to the average modern woman as the **scab**, and we know that the University of California harbors its full complement of right-minded, progressive young American girls, even as it suffers, at present, from overabundance of the wrong type of men.

If the misguided student has taken up strikebreaking as a means of collecting data upon which to write a thesis on the subject, he could have spared himself the trouble. He could probably obtain all the necessary information from such enlightened experts as "Black Jack Jerome"; Robert Dollar, of Chinese coolie fame; The Sea Service Bureau, or even Captain Saunders of the Matson Line, who seems to be a favorite with the U. C. strikebreakers. However, the Kanaka beachcombers of the Matson Line, with whom the U. C. students will bunk and mess—while pursuing the art of breaking the marine strike will, doubtless, give the desired instructive pointers to their less competent shipmates, and upon their return to regular studies they can write their dissertation, obtain favorable notice from the fair ones, or wait for the next strike, as the case may be.

It may not be good form to treat the student strikebreaker activities as an act of hostility to the seamen's cause, therefore sarcasm would be misplaced.

It is with the hope that some intelligent or responsible person connected with the University of California will take note of their delinquencies and endeavor to save the institution from the disgrace which is being brought upon it that any attention is given to the matter.

The more intelligent and American spirited female students at the university can greatly aid in preserving the good name of that seat of education, by social ostracism or open boycott of those individuals who have stultified themselves and endangered the reputation of their Alma Mater by scabbing.

THE "BRASS CHECK" WORKS

Compared with the system operated by our commercialized press, censorship under the Czar's regime in Russia was mere child's play.

News of importance or of benefit to the masses is frequently suppressed, held back or deliberately distorted by the great majority of commercial publications in the United States.

This has been especially true of news from abroad which might have a bearing on labor matters or likely to influence sentiment of the workers. News of the engineers' strike in Sweden was only permitted to leak out, and the strained relations between seamen and their employers in Norway was not given publicity in the American papers until the actual strike was in operation.

Intentions of the Norwegian workers to sustain the marine unions in their lockout was not given mention until May 26, when the general strike was called, and immediately the Associated Press dispatches commenced to give color to the reports.

The earliest reports stated calling of the strike, with suggestions of Army and Navy mobilization. These were followed by hints of lawlessness, and again by suggestions that Bolsheviki were active with revolutionary efforts and propaganda.

As we go to press, the newspapers are regaling the public with accounts of riots and anarchy, alleged to be prevailing throughout the whole of Norway.

The purposes of this suggestive propaganda is made clear in an addition carried under one of these alleged reports, as follows:

"The rioting at Christiania is the outcome of a strike inaugurated two weeks ago by the steamship engineers and sailors in protest against a wage cut."

Of course, it is easily understood that this sort of thing is merely spiteful propaganda in the interest of those who control the "Brass Check."

A realization of the mischievous misrepresentations by the capitalist press is necessary at this present time. Too much care can not be exercised in giving credence to even the most harmless appearing press items.

Trade unionism, like Time, knows neither beginning nor end. It is the Genesis and Revelations of the human soul.

THE ROAD TO NORMALCY

Latest official reports state that: "The total deposits in the United States Postal Savings System on May 1 were approximately $158,100,000. The net amount on deposit suffered a decrease during the month of April, 1921, attributable directly to conditions affecting labor. At the large industrial centers, where there is considerable unemployment or wages have been reduced, instead of the usual increase in deposits there have been withdrawals to meet the living expenses of depositors."

The insufferable cruelty of these plain facts are staggering, their significance is all too clear.

This is part of the process, termed by big business, "Liquidation of labor." The figures damn the lie of repeated assertions by employes that they desire an independent and thrifty class of workers.

The aim of organized greed is to pauperize labor; to make dependent and enslave the workers by ruthless economic pressure. The thrift of one worker is made a weapon for subjugating others, and then the squeezing out process is applied upon the most thrifty to complete the scheme.

Compensation for the workers is based upon a standard of mere existence, and this standard is regulated in accordance with the necessities of the exploiters. Where the most efficiency is required the living conditions are permitted slightly higher stage, and where circumstances will permit, bare bone existence is all that the workers are able to obtain.

Exigencies of the war period upset, temporarily, the regular order of economic control, and in some instances a surplus wage permitted higher standards of living and the placing aside of a small competence by the thrifty.

The possibilities of a contented and independent class of workers was not satisfactory to the legions of greed, and they proceeded to eliminate the surplus.

The tragedies of these aggressions are inconceivable. Homes have been lost, hopes blasted, ambitions killed and comforts relinquished. Independent, happy and prosperous workers are compelled to exhaust their meager savings in desperate efforts to eke out an existence, under stress of conditions deliberately planned by the forces of greed and oppression. This explains one of the reasons for withdrawals from the Postal Savings Banks.

WHY, CERTAINLY!

The University of California has a well-established reputation as a breeding place for scabs, and the causes are quite natural. When asked by a newspaper reporter if he thought it good policy for U. C. students to scab on the waterfront, Professor Carl Plehn, head of the economics department of the State University, is alleged to have replied: "Why, certainly; it's all right." There are, no doubt, quite a number of sailors who would enjoy listening to the expression of such sentiments, from a lee yardarm, during a snifter on a dark night, but they don't happen to be taking a course of study at the B. A. F. tainted university at this particular time.

THE ROUGH LOCK

Before Butte, Montana, was a city, it was a mining camp and a hot one. It hummed with life twenty-four hours a day from the two thousand foot level underground to the top of the tallest gallows frame. It had to be hot to withstand the below zero temperature that swept the hills on which it stands in the winter time. Wood was the main fuel dependence and the current market price therefor was $18 a cord. Four horse wagons topped with huge wood racks conveyed the fuel from the hills, where it was cut, to the town and when the teamsters reached the top of the hill overlooking the main street they were accustomed to rough lock the wheels. The road was a blind one, blocked at the Main Street and by Tuohey and Sullivan's saloon and it was necessary to move slowly to make the right angled turn.

Phil Sims, teamster, was conveying four cords of wood down that hill at four o'clock on a cold winter afternoon when the rough lock on his wagon broke. The whiffle trees struck the wheelers and in a moment the team was going down the hill on the jump. Phil realized it was useless to attempt to stop them and concentrated all his efforts on making the turn. He swung the leaders into Main street and the wagon followed on two wheels. But the load of wood did not. The cord-wood sticks shot straight ahead and crashed through the big plate glass window of Tuohey and Sullivan's saloon.

Phil Sims halted his team and walked back. He gazed a moment at the wreckage, considering the possibility of reloading his wagon. Then he presented Tuohey and Sullivan with a bill for $62 for delivering four cords of wood and collected it.

The caustic wit of one of the Labor editors recently dictated the declaration that while it used to be "over the hill to the poor house" now "the road is all down hill." Your savings and investments are the brakes and rough locks which will check your progress on that road. If those investments are made in sound, profitable Government Savings Securities your journey through life will be secure, for those safeguards to prosperity can neither slip nor break.

Purchase regularly of Treasury Savings Stamps and Treasury Savings Certificates will assure your financial safety on the steepest hill. If you spill your load at the end of the road you won't be able to collect $62 for four cords of wood. For they have ceased to use wood for fuel, even in Butte.

More than nine thousand Haitian citizens died in American prison camps in 1918 20, according to a report filed recently by the Patriotic Union of Haiti, at the U. S. State Department and the White House.

The American occupation of the island republic is described as the "most terrible regime of military autocracy which has ever been carried on in the name of the great American democracy." In addition to those dying in prison camps, the report alleged that hundreds of women, children and invalids were killed, mutilated and tortured by American marines or native gendarmes, the latter being recruited and officered by Americans. The report asks liberty and relief by certain stipulations.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., May 31, 1921.

A synopsis of the minutes of the above meeting will be published in the next issue.

ED ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED ROSENBERG,
Secretary pro tem.

Vancouver, B. C., May 23, 1921.
Shipping dull; situation satisfactory.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, May 23, 1921.
Shipping dull; situation satisfactory.
K. E. LEHTO, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, May 23, 1921.
Shipping dull; situation satisfactory.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Aberdeen Agency, May 23, 1921.
Shipping dull; situation satisfactory.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, May 23, 1921.
Shipping dull; situation satisfactory.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, May 23, 1921.
Shipping dull; situation satisfactory.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, May 16, 1921.
Shipping dull; situation satisfactory.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., May 25, 1921.

Regular weekly meeting came to order at 7 p. m., Eugene Burke presiding. Secretary reported situation on lock-out satisfactory.

EUGENE STEIDLE,
Secretary.
86 Commercial Street. Phone Kearny 5955.

Seattle Agency, May 25, 1921.
Situation unchanged.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, May 25, 1921.
Situation unchanged.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, May 25, 1921.
Situation unchanged.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

Another change in officers was made on the China Mail liner "Nile" on the eve of her departure for the Orient. Captain C. H. Cross, well known and popular skipper, formerly an American naval officer, was relieved of command and in his place was appointed John T. Kinley, who was formerly chief officer. Waterfront circles buzzed with gossip over this last-minute change. The vacancy caused by the promotion of Kinley made necessary the appointment of E. L. Tindall as first officer, and Dr. J. C. Edwards, surgeon on the "Nile," who was also relieved, was replaced by Dr. G. D. Schoonmaker. Cross refused to comment on his removal. Officers of the China Mail declared that their action was no reflection on Cross.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

LAWYERS FIGHT IN TRIAL

Editor SEAMEN'S JOURNAL:

The following article from the New York Call of May 19, 1921, is enlightening, and I believe it would be of interest to Journal readers. Trusting same will be considered worth reproducing, I remain,

G. VAN DER STAAIJ,
No. 403 Eastern and Gulf Sailors' Association.

Fisticuffs between lawyers for opposing sides marked the opening of the libel action of the thirty-three Hindu sailors against the British vessel "City of Norwich" yesterday morning in the United States District Court of Brooklyn. The men are suing for wages due and for maintenance and waiting time since the "City of Norwich" sailed away early in April and left them high and dry in Brooklyn.

Silas B. Axtell, attorney for the seamen, and Raymond Palmer of counsel for the vessel, were the two belligerents. The quarrel arose over the question of an interpreter, as none of the men speak English, and in the heat of the discussion Axtell told his opponent to "back up and get out of here."

Palmer retorted with the epithet, "You fat slob," and a blow on the cheek. Axtell then floored the other man with one blow. The incident which occurred in the corridor just outside the door of Judge Edwin L. Garvin's courtroom, attracted a number of spectators and proved the starting point of a number of heated arguments over the England-India controversy which threatened to become almost as heated.

Decision Postponed

After hearing testimony in the case at intervals throughout the day, Judge Garvin postponed further consideration of the case until this morning.

Ranji Singh, the Hindu who discovered the bewildered sailors wandering about the streets in the wake of a policeman, was the principal witness of the day. He testified that when he went back to the ship with the men the captain drove them off at the point of a revolver.

Thirty-two of the Hindus were in court yesterday watching the proceedings with interest. One of their number, A. R. Mishi, is in a hospital ill with pneumonia.

Singh, who said he is also a sailor, was passing along South street on April 4 when he saw the convoy of his fellow countrymen in the policeman's care, according to his testimony. He took them to the Municipal Lodging House, where they spent the night. The following day, he said, he went with them to the office of the British Consul-General at 44 Whitehall street, where he was told by "a Mr. Armstrong" that the men were "too filthy to come into the building," and passed along to the British shipping office in the Seamen's Church Institute at 23 South street. Here they found the captain, Singh asserted, who branded the seamen as "liars," but said that they could return to the ship if they wanted to. The British consul declined to interfere, Singh said.

Captain with Gun

At the Seamen's Service Center the men were likewise advised to return to the ship, and it was when they were attempting to do this that the captain brandished his revolver and threatened to shoot if they did not get off the gangplank, according to Singh.

Sydney Harper, who said he was employed by the McRoberts Detective Agency to guard the "City of Norwich," had previously testified that he had been ordered by the captain to let the Hindus come and go from the ship as they pleased.

New York, May 26.—One of the most distressing cases of oppression and maltreatment of seamen brought to light in recent years is disclosed here by thirty-three Hindus of the crew of the British ship "City of Norwich," in an action in admiralty against the vessel. The Hindus presented a pitiable appearance on their arrival. When they complained of their treatment, they said, they were beaten. One of the Hindus in court had had an eye put out, and numbers of others exhibited bruises and marks of brutal handling.

They were to have received a wage of $8 a month and a diet of dried fish, natural brown rice, curry powder and water, and were to have been provided with heavy clothing when the ship left the Suez Canal. They declared they were not provided with the clothing, and that all they received to eat was rice, which was unfit to eat, and rotten fish.

They complained to the admiralty officials when the ship reached here, they said, because they feared a repetition of the experience of the crew of the British steamship "Dewa," twenty members of which are said to have starved to death. After making the complaint they returned to the vessel, but, according to their attorney, Silas B. Axtell, they were refused permission to go aboard. No "squealers" were wanted, they were told.

For two days they slept on the docks without food of any kind. Finally an appeal was made to the Seamen's Service Center and they were provided with an attorney. Meantime their ship had sailed with a new crew, leaving them penniless and without food or shelter.

An investigation by local health department officials disclosed that the dried fish they had been served was worm-eaten, and the rice was musty. With the exception of buffalo grease and some white flour, there was no other food in the crew's quarters.

The following decision by Judge Augustus Hand gives judgment in accordance with the plain intent of the law, and interprets Section 20 of the Seamen's Act, which created rights for seamen which did not exist before:

Max Leon, plaintiff, against United States Shipping Board Emergency Fleet Corporation, United States Mail Steamship Company, and Morse Dry Dock & Repair Company, defendants.

Silas B. Axtell, attorney for plaintiff; Stuart H. Benton, attorney for defendant, Morse Dry Dock & Repair Company, demurrant; Charles J. McDermott, counsel. Augustus N. Hand, District Judge:

The defendant, Morse Dry Dock & Repair Company, has demurred to the complaint upon the following grounds: (a) Lack of jurisdiction of the person of the defendant; (b) lack of jurisdiction of the subject matter of the action so far as such defendant is concerned; (c) failure of the complaint to state facts sufficient to constitute a cause of action.

The principal question involved is whether Paragraph 20 of the Act of March 4, 1915, as amended, justifies the attempted cause of action against the Morse Dry Dock & Repair Company. Section 20 reads as follows:

> That any seaman who shall suffer personal injury in the course of his employment may, at his election, maintain an action for damages at law, with the right of trial by jury, and in such action all statutes of the United States modifying or extending the common-law right or remedy in cases of personal injury to railway employes shall apply; and in case of the death of any seaman as a result of any such personal injury the personal representative of such seaman may maintain an action for damages at law with the right of trial by jury, and in such action all statutes of the United States conferring or regulating the right of action for the death in the case of railway employes shall be applicable. Jurisdiction in such actions shall be under the court of the district in which the defendant employer resides or in which his principal office is located.

While I am referring to no decision as to the scope of the Seamen's Act in relation to personal injuries, I think the scope of the section was to give a cause of action at law in the United States courts against employers. The words, "in the course of his employment," the succeeding words making applicable "all statutes of the United States modifying or extending the common-law right or remedy in cases of personal injury to railway employes," and the closing words of the section providing that, "Jurisdiction in such actions shall be under the court of the district in which the defendant employer resides or in which his principal office is located," all seem to bear out the interpretation I have adopted.

There is the further objection to the complaint that it does not set up any relationship between the plaintiff and the Morse Dry Dock & Repair Company, requiring it to provide a safe place for the plaintiff to work in; consequently, the fact that the plaintiff fell "into an opening on the after part of the deck situated beneath the main deck, which opening was unguarded, unlighted and unsafe," is, so far as this particular defendant is concerned, irrelevant.

The demurrer is sustained for the reason that the Act under which plaintiff seeks to recover does not apply to the Morse Dry Dock & Repair Company, because that company is not shown to have been an employer of the plaintiff, or under any legal duty to the latter.

May 14, 1921. D. J.

COTTER STATES CASE

Contention that the present lock-out of seafarers by shipowners of the United States, Great Britain and Scandinavia is an international conspiracy is more fully substantiated with the march of events. A general strike is now in full blast in Norway, due to the support given marine unions by their fellow-workers ashore.

In Great Britain no such solidarity is displayed, and the marine stewards seem to have been jockeyed into a position where they are compelled to resist aggression without the support of sailors and firemen.

The policy pursued by Mr. Havelock Wilson, who wields powerful influence over the British Seamen's Union, is chiefly responsible for this situation. Mr. Havelock Wilson is a member of the British Parliament and is also honored with Commander British Empire. Deviation from ultra-conservative lines might be fatal to further aspirations to title or greatness; therefore the peculiar situation prevailing in the British unions.

Following is a statement of facts by Mr. Joseph Cotter, president of the Marine Stewards, which in many instances reveals conditions identical with those which confront the seamen of America:

As we anticipated in our last issue, the struggle to keep our present rates of pay has commenced. Our part of the question of accepting reduction, or in favour of refusing to work, was overwhelmingly against acceptance, the actual majority being by six to one against the offer. A section of the Seafarers' Joint Council or their representatives decided to accept the reduction of £2 10s. per month on monthly boats and 8s. 6d. per week on weekly boats, and acceptance by these sections had a tremendous effect upon the attitude of the shipowners, who, despite all arguments, which included an offer to the shipowners, they (the shipowners) persisted in bringing the reduction into operation. On your behalf, my colleagues and myself of the Maritime Board Panel offered as an alternative to the shipowners' demand to suspend our demand for an increase in wages of £5 per month on monthly boats and 30s. per week on weekly boats which we put in, and was deferred in September last. We further offered to suspend our demand for the forty-eight-hour week for twelve months, provided the shipowners would agree to adopt the same course in present wages and conditions. This they point blank refused to do, and on Friday, May 6, the lock-out was declared.

Let us examine for one moment the reasons put forward by the shipowners for the reduction. The only thing they tell you is they cannot run their ships at present at a profit. They make bald statements, but produce no facts or evidence, and talk about their losses since September last, but say nothing about their profiteering from 1914 up to September last. The capital of nearly every Line worthy of the name "Line" has been increased enormously. Inflated dividends paid during the war, and bonuses, are not mentioned. We can produce evidence of companies who paid out dividends of over 100 per cent in four years, which was the return of their full capital, with their original stock left at an inflated value, and in some cases vast sums of money kept in reserve. I warned our members during the war, time and again, that the enormous profits made by shipowners would in part be used when the war was over to keep down wages and conditions which the men had struggled to get during the accursed war.

The Dockers' Inquiry and the Shaw Report laid bare to a very large extent the ramifications of the shipowners during the war and since, and now they have the audacity to come along to the men and women who were the means of producing that wealth by their labour, and at the risk of their lives—and God knows that is the greatest risk any man can run—and demand that they shall accept reduced wages and a reduced standard of life. They do not tell the public that freight rates today compared with pre-war rates are up enormously. They do not tell you everything. The pub'ic knows passenger rates are higher than they have ever been in the history of shipping, in some cases over 250 per cent. Previous to last September their cry was the price of bunker coal. But bunker coal, compared with last September, is reduced over 130 per cent, again in the shipowners' favour. They say the cost of living has gone down. If it has, that, also, is in their favour. The cost of insurance of ships has gone down. That, also, is in their favour. In heaven's name, will they tell us what more they do want! I haven't heard yet of one solitary shipowner who has been to the Labour Exchange looking for a job, but I know there are thousands of cooks and stewards who have not had jobs for months, and whose income during that period has been reduced over 250 per cent.

Mr. Shipowner, we sacrificed all to keep the flag of the British Mercantile Marine flying during the war. We helped to win the war. Over fifteen thousand British seamen, which included cooks and stewards, gave their lives to accomplish this. Is their reward to be a lower standard of life for themselves and their wives and families, whilst yours, Mr. Shipowner, is to be more wealth? The time has come for the shipowners to show their patriotism to their country and their gratitude to their men, the seamen of the country, by making a small sacrifice for at least a year, and agree to the standardization of wages and conditions. If this is done, the men of the sea will appreciate the shipowners' action. If this lock-out is persisted in the shipowners will deserve the deprecation not only of the seamen of the country, but every citizen of the British Empire. This is not a national question. It is now an international question. The British seamen are not the only seamen that it affects. Our American brothers are going through the same process. Our Norwegian brothers also. We have received the following cable from Brother Cartledge, Secretary of the Marine Cooks and Stewards' Association of the Atlantic and Gulf:

"Cotter, Undivided, Liverpool:—We are out on general strike against the reduction of wages and working conditions.—CARTLEDGE."

The following cablegram has been despatched to our Norwegian and American brothers:

"We have refused to accept reductions in wages and overtime. Our lock-out began yesterday. Greetings to you, and wish you best of luck in your fight against international capitalistic conspiracy.—COTTER."

As we go to press the reports from all branches of the Union are magnificent. Even if we are left to our own resources, our men are determined to fight. We have the promise from the Transport Workers' Federation of their full support. Any help that is offered to us in our fight from any organization of the Transport industry will be accepted with thanks. Our fight is only another record in the great battle which is taking place in the industrial arena. Our ranks must be closed up all square, with a solid front to the enemy.

The funds of the organization belong to the members, and will be used to the last penny in this fight. To save any recriminations against officials, let it be clearly understood that we are all in it from the General President down. All members and officials receive strike pay. Members are requested to keep in touch with their branches and officials, so as to receive advice and instructions from them. If we are to win we must have discipline in our ranks. Every man cannot be a leader, but he can be a good soldier. Therefore, do not allow yourselves to be misled by fakirs who may come among you in the present crisis. If these instructions are carried out our victory will be more quickly attained.

To the employers and public, we again make our position clear. We are willing to negotiate at any time. We had no wish to enter into this dispute. This fight was sought by the shipowners. Any suggestions which may be made from the other side will be carefully considered. We have made our offer, which is a very generous one, to them to prevent the present deadlock.

My final word for the present is—Men of the Catering Department, remember 1911. You made history then. The record of our organization is a brilliant one. Don't tarnish it in 1921. Our maxim must be—Every member of the Catering Department on board ship this day must do his duty.

JOSEPH COTTER,
General President.

GREEK SHIPPING EXPANDS

During the war the merchant vessels of Greece suffered severely and the loss in tonnage approximated 60 per cent. There were left 205 steamers of 449,000 gross tons. Rehabilitation of the merchant service has progressed favorably which is in a large measure due to the energy of Greek ship-owning interests. At present the fleet consists of 343 steamers, having a gross tonnage of 565,543. Of these, one steamer is seventeen thousand gross tons and one of 9,272. Of the balance, there are twenty-four ships of from five thousand to 6,500, forty-five of from three thousand to 4,500, and sixty-six of from one thousand to 2,998 tons. The remaining 206 vessels are each below one thousand gross tons, fifteen being less than one hundred.

WASHINGTON LETTER

(By Laurence Todd)

Quintessence of Hypocrisy

Our anti-labor Americanization crew, headed by Orth of the National Security League, David Jayne Hill of the corporation lawyers, Ralph Easley of the National Civic Federation and others of like backing, got together in the Hotel Astor in New York the other day and established a national organization.

In order to plumb the depths of their hypocrisy, one must glance over this letter, sent to Chairman Benson of the Shipping Board by Andrew Furuseth, president of the International Seamen's Union of America, and dealing with one of the recent tricks of this same element in the City of Baltimore:

"Dear Admiral:—On the 29th day of April, in a meeting called by you, on behalf of and instructed by the representatives of the seafarers' unions, officially made a proposal that—

" 'Preference be given to American citizens for all ratings for which they are qualified; second, preference to those who hold intention papers, and preference of such intention papers should be according to seniority of the papers.'

"You hesitated and qualified, until the proposal became meaningless. The shipowners definitely and clearly answered 'No,' whereupon you joined them in their refusal.

"Notwithstanding this episode, which must be clear in your memory, a 'Steamship Operators' committee of Baltimore, in paid advertisements that up to the present must have cost more than $1000 of Government money, accuse the foreigners in the Seamen's Unions of discriminating against and trying to drive out the native Americans. At the same time, the agents evidently of the Sea Service Bureau (of the Shipping Board) appealed to the foreigners to go to work and to disregard the Americans.

"While neither of the two parties thus far have accepted the advice given them, and while I am not complaining of the crimping methods used, I deem it my duty to send you this information in order that you may have an opportunity to inquire into it, and for the honor of yourself and the Government, to stop it.

"Most respectfully yours,
"ANDREW FURUSETH."

Besmirching the Name

There is a cross-section of the Americanization game in real life. If Americans are .organized, they are enemies of our form of government and are to be suppressed by tarring and feathering, deportation from the State, or shooting, as local circumstances may decide. If American labor is not organized, and men born abroad form the backbone of unionism in a locality, then, as in the steel strike, they must be Americanized by the Cossacks or Federal agents. Now that the United States Steel Corporation is about to take charge of the Shipping Board, in the person of Mr. Farrell, the Pittsburgh style of Americanization will be offered to all seamen, and if they happen, as in Baltimore, to be citizens, then paid advertisements will slander them anyhow, and the union-smashing program will be sustained. The shipowners' reason, and Benson's reason, for refusing to agree to preference in the merchant marine for citizens or intending citizens, is that these men are organized. They hope to find sufficient aliens, in the Atlantic ports, from time to time, to move their ships during the lock-out of the unions.

Strikebreakers Fail Miserably

Certain ships have, indeed, been manned by strikebreakers, and many appeals from these ships for help in distress have come back to their owners. So serious is the total of these cases of distress, and so great the cost involved in sending aid to them, that Chairman Marvin of the shipowners' committee has ventured to talk, in the New York Journal of Commerce, of "sabotaged vessels," and has hinted that either the engineers left the machinery in dangerous condition when they quit, or some of the men now on the ships have been up to mischief.

Union officials brand this complaint as nonsense. They say that the lock-out is still in its opening stage; that there would be no reason for the desperate state of mind, on the part of the union men, implied in acts of sabotage, at a time when the tie-up is still in process of completion. But there is abundant cause for the distress of the scab-manned ships in the fact that the men who are aboard them are ignorant and incompetent to perform the ordinary duties of seamen, firemen and engineers. Steamship boilers are not proof against the folly of unskilled handling.

Railroad Workers Vacillate

Rumblings of defiance of the wage cut ordered by the U. S. Railroad Labor Board for the classified employes of the railroad industry have already reached here, although the amount of the cut and the extent to which various groups will be included in it have yet to be announced. The maintenance of way and maintenance of rolling stock represent the great majority of labor cost in railroading. All employes in these two departments will have to take the reduced pay or quit Probably all of the clerks and baggage handlers and station employes will have to take the same choice. Probably, also the running trades will be brought within the sweep of the knife.

What will they do?

It is a serious moment for these two million workers, of whom perhaps 750,000 are already laid off as a measure of economy for the corporations during the commercial depression. Shall those now holding jobs take a strike vote, if the wage reduction is the 20 per cent that the companies insist upon? Strike votes generally result in affirmative majorities. Shall they go out, in a time of widespread unemployment? If they do, how long will the strike last, and what will be the means of its settlement, and what will be the terms? Will a strike bring them nearer to a real solution of the railroad wage problem? That, after all, is the prime consideration.

Argument on these points is engaging the minds and the tongues and pens of the officials of the sixteen railroad labor organizations. They are feeling their way to safe ground. They know how quickly an unwise strike can injure an organization built up through generations of toil and sacrifice; but they also know that once the membership come to the conclusion that their union is spineless and a waste of good money, nothing can hold them within its fold, nor save them from a rout. Hence the policy of the officials will be firm, and their program will cover all the steps toward a selected goal which must not fall short of the definite safeguarding of an American standard living wage, with the principle of industrial democracy upheld by written contract.

Compensation Comes Slow

Congress is just now considering, in its House Committee on the District of Columbia, the Fitzgerald-Jones bill establishing workmen's compensation for industrial accidents in the District. The measure promoted by the American Association for Labor Legislation extends this protection to the 125,000 private employes in mills, stores, laundries, bakeries and other employments, including domestic service and farming, within the Federal District. Federal employes and employes of the District Government are already covered by similar laws.

Of course, the insurance companies and their agents, backed by reactionaries of every stripe, are protesting against the bill. Four hearings have thus far been held. When Insurance Commissioner Duffy of Ohio, who has been administering a like statute for eight years past, made a powerful argument in its support, the fact was virtually ignored by the local press. They were busy printing accounts of the opinions of the U. S. Chamber of Commerce and its retainers, that this was anarchistic, bolshevistic and communistic radicalism.

The District has one death per week, and thousands of cases of injury resulting in three or four weeks' total incapacity, every year, from industrial accidents which now have no safeguard in either reporting law, a liability law or a compensation law. All the old common-law defenses of the employer remain in force. The railroad terminal alone injures an average of one person daily, with this legal freedom from responsibility.

The insurance men say that if this bill becomes law, and since it establishes an insurance fund at cost, depriving them of a private profit on the new insurance business to be created by the law, then the State Legislatures may copy from this model, and cut them off from business in all the States. They tell each other this in private circulars. They are flooding Congress with protests against the bill, and unless the friends of fair compensation laws also send a word to Congress they may actually prevent its passage.

Send protests to Chairman Focht, or to Representative Oscar Keller, at the House of Representatives, Washington, D. C.

The man who knows least about the strike talks loudest about its evils. The man who knows most about the strike most clearly perceives the "soul of good in things miscalled evil."

During the war 30,000 bombs were dropped by the British air squadrons stationed at Dunkirk, principally upon the docks at Ostend, Bruges, and Zeebrugge, the total weight of the explosives being over 1000 tons.

FACTS AND FIGURES

(Continued from page 2)

and clearly answered, "No," whereupon you joined them in their refusal. Notwithstanding this episode, which must be clear in your memory, a "Steamship Operators" committee of Baltimore, in paid advertisements that up to the present must have cost more than a thousand dollars of Government money, accuse the foreigners in the Seamen's Unions of discriminating against and trying to drive out the native Americans. At the same time the agents, evidently of the Sea Service Bureau, appealed to the foreigners to go to work and to disregard the Americans. While neither of the two parties, so far, has accepted the advice given them, and while I am not complaining of the crimping methods used, I deem it my duty to send you this information in order that you may have an opportunity to inquire into it, and for the honor of yourself and the Government to stop it.

Most respectfully yours,

ANDREW FURUSETH.

Washington, D. C., May 19, 1921.

Hon. James J. Davis,
Secretary of Labor,
Washington, D. C.
Dear Mr. Secretary:

Agreeable to your suggestion that I place in your hands the condition upon which the lockout may be settled so far as the sailors, firemen, cooks and stewards are concerned, I hereby respectfully submit the following, which will apply to the above Unions after you shall have succeeded in bringing about an agreement between the Shipping Board, the American Steamship Owners' Association and the Marine Engineers' Beneficial Association:

(1) The wages in the coastwise trade to remain as it was prior to May 1, 1921;

(2) The wages in the competitive trade to be reduced to $75 per month for able seamen and marine firemen; (Note—This will be about 15 per cent reduction.)

(3) Wages of marine cooks and stewards I cannot state because I do not know;

Basis of Working Rules

(1) Three watches at sea for sailors in vessels carrying six or more men;

(2) Eight hours to constitute a day's work in harbor, such eight hours to be between 7 a. m. and 5 p. m. daytime.

(3) All work done for the safety of the vessel, her passengers, cargo or crew, or for other vessels in distress, shall be done at any time without any overtime pay.

(4) Overtime shall be paid in port, outside of the regular working hours, for loading and discharging of vessels, handling cargo gear, mail, and baggage; for moving, repairing, fueling or cleaning of vessels. (Note—The difference in the method of operation on the Atlantic and Pacific is so different that the same working rules could not fairly be applied to both coasts. The work done by sailors, firemen, cooks and stewards, is so different that the same working rules can have no application and the representatives of the different organizations must be called in to agree upon appropriate working rules for each department of the vessel, said rules to fairly lie within the outlines here agreed upon.

(5) No discrimination against Union men, or non-Union men, as such, shall be practiced or tolerated.

(6) Officials of the Union, as representatives of the men, shall have the right to be present when the men are signed on or paid off, whether such signing and paying off is done in the Shipping Commissioner's office or on board ship. (Note—This is the rule agreed to in Great Britain and has for its purpose the presence of both sides in order to promote fairness and the co-operation necessary to successful competition.)

If the above is agreed to as outlined the Pacific coast (employers and employes) should be authorized to meet and arrange the proper working rules. The representatives of employers and employes on the Atlantic coast and the representatives of the Shipping Board might meet at once, either here in Washington or in New York, for the purpose of agreeing upon proper working rules to lie within the above outline.

Most respectfully submitted.

(Signed) ANDREW FURUSETH,
President,
International Seamen's Union of America.

Note—As President of the International Seamen's Union of America, I have advisory powers only, but I can undertake to sign if the above is agreed to. It is impossible for me to undertake any revision of the working rules for either of the departments on board of ship. I have not the power nor have I, outside of the deck department, the necessary technical knowledge.

May 20, 1921.

Hon. William S. Benson,
Chairman U. S. Shipping Board,
Washington, D. C.
Dear Admiral:

The following is a copy of an affidavit made at Philadelphia, Pa.:

"Affidavit of Crew of the S. S. 'Gulf Maid'.

"The undersigned were late members of the crew of the S. S. 'Gulf Maid'. They went on board this ship at Port Arthur, Texas, in response to an advertisement in the paper for messmen. They reported May 9, 1921, and were taken to sea on May 10. After the ship left port they were changed in their ratings from messmen to able-bodied seamen and given able-bodied seamen's duties.

"Two of the undersigned, W. Stanfill and R. A. Cook, were compelled to stand the wheel watch during the trip from Port Arthur to Philadelphia and to perform all other able-bodied seamen's duties. Besides the three undersigned, there was only one other man in the deck force on this ship, who had never had any previous sea experience. The three undersigned men have never been to sea before and have had no experience whatever as seamen or in any other capacity on board ship.

"Sworn to and subscribed before me this 18th day of May, 1921.

"W. STANFILL,
"R. A. COOK.
"F. L. PRIEST.

"MORTIMER W. H. COX,
"Notary Public.
"Commission expires January 17, 1925."

You have repeatedly stated that you are in favor of enforcing the law "as long as it is on the statute books." The "Gulf Maid" is understood to be a Shipping Board vessel. It was your people that hired this crew; it was your people that violated the law; it was the property of the citizens of the United States that was put in jeopardy as a result of this violation of law.

Of course, this is only a single instance. This is what takes place practically in every port where a vessel leaves, and it goes a long way to explain the disasters that are overtaking the ships after getting to sea, and sometimes before they get out to sea. It is hardly fair to suggest, as it has been suggested, that it is a result of sabotage.

Respectfully yours,

(Signed) ANDREW FURUSETH.

THE PORT OF DANZIG

During the months of February and March, 1921, there arrived at the port of Danzig a total of 443 vessels, having a tonnage of 269,235, as compared with 279 vessels in the corresponding months of 1920 and a tonnage of 120,455. Of the arrivals, those during March outnumbered the February by 30 vessels and a tonnage of 11,547.

German shipping occupied first place in both months and increased from 187 vessels in 1920 (tonnage 37,260) to 260 vessels in 1921 (tonnage 73,545). The British flag accounted for 39 vessels as against 38 in 1920, with a tonnage of 52,647, compared with 22,724 in 1920. American shipping decreased from 11 vessels (tonnage 40,505) in 1920 to 8 vessels (tonnage 33,369) in 1921. Vessels flying the Danish flag in 1921 increased over 1920 from 11 to 30 and tonnage from 9,642 to 48,397. This important increase is due to vessels of the recently inaugurated Baltic American Line, which call at Danzig on their way to and from Libau.

Dutch shipping increased from 3 vessels in March, 1920, to 15 in February-March, 1921, and the tonnage from 829 to 18,110. Swedish vessels decreased from 25 in 1920 to 24 in 1921, but tonnage increased from 3,126 to 7,959. The French flag accounted for 1 vessel (tonnage 4,623) in March, 1920, where during February-March, 1921, there were 4 vessels, covering a tonnage of 3,152.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
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NEW HAVEN, Conn. ..... 13½ Collis Street

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PORTLAND, Ore. ..... 68 Third Street
SAN PEDRO, Cal. ..... P. O. Box 54

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Headquarters:
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SEATTLE, Wash. ..... 84 Seneca St., P. O. Box 42
ASTORIA, Ore. ..... P. O. Box 138

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Headquarters:
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PRINCE RUPERT (B. C.), Canada ..... P. O. Box 1675
KETCHIKAN, Alaska ..... P. O. Box 201

UNITED FISHERMEN OF THE PACIFIC
ASTORIA, Ore. ..... P. O. Box 138

FERRYBOATMEN'S UNION
C. W. DEAL, Secretary
SAN FRANCISCO, Cal. ..... 166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Deck Street, Bellingham, Washington

Labor News

At New York on May 25 wages of five thousand cloth hat workers were reduced 10 per cent by a board of arbitration. The reduction went into effect immediately.

The Santa Fe have notified of further reductions in working forces at all points on the coast lines. This is the fourth cut since January, 1921.

The Senate Finance Committee has been advised by Samuel Gompers, representing the American Federation of Labor, that indignation meetings will be held in every city, town and hamlet of this country if a sales tax is levied by Congress.

A voluntary cut of $1 a day in their wage schedule, effective on all new buildings at Fresno, has been announced by Brick Masons' Union No. 1 of California. The wage schedule calls for a $10 a day wage under the new scale, and the reduction is believed to be the first in a building trade in the city.

A new agreement providing average wage reductions of 10 per cent for five thousand slaughter and packing-house workers in New York district has been signed by employing packers and the Amalgamated Meat Cutters and Butcher Workmen of North America. The new contract also provided for continuation of the preferential union shop. The agreement was signed by Armour & Co., Swift & Co., Wilson & Co., Morris & Co. and various smaller concerns.

The Massachusetts State Department of Labor and Industries reports improved conditions in the textile industries. The demand for boots and shoes persisted, although the majority of plants were still on reduced schedules; metal and machinery trades were dull. The department reported twenty-four strikes or lockouts; sixteen of them over wages, since May 1, involving about nine thousand employes.

Employes in shops of the Chicago, Rock Island and Pacific Railway at Silves, Ill., near Moline, Ill., announced that they would refuse to abide by any decision of the Railroad Labor Board involving a reduction of wages of unskilled workmen, to take effect July 1, and that they would take immediate steps to prevent application of any cut in wages, even if they had to quit work.

Conferences over proposed wage reductions for the eighty thousand employes of the American Railway Express Company failed to reach any agreement and the company has filed the dispute with the United States Railroad Labor Board. The express company proposed that rates of pay be restored to those in effect before the increase of approximately 25 per cent was granted by the Labor Board, August 10, 1920. The employes refused to accept any reduction.

The anthracite mine workers will join forces with the bituminous miners in formulating policies to govern the negotiation of new wage agreements with the coal operators, to take the place of the contract which expire May 31, 1922. This action, which will consolidate the ranks of the 700,000 organized miners, was decided on at a recent conference between international officers of the United Mine Workers of America and the presidents and international board members of three union districts comprising anthracite coal regions.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
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Anderson, Cornelius
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SAN FRANCISCO
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Anderson, John C.
Anderson, Gus.
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Barton, M.
Caitane, Jose
Douglas, W. Sid.
Fosterwall, Kasper
Gunther, R.
Hansen, Adolph
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Honolulu Letter List.

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Nicholson, C. T.
O'Brien, James
Osman, J. B.
Sandstrom, Anton
Scott, H. T.
Sorentino, Joe
Tveda, Nick
Xavers, Francis

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Anderson, H. M. -1495
Anderson, J.
Andersen, Jorgen
Andersson, Gust B.
Anderson, Chas. A.
Anderson, Harry B.
Aspe, T.
Anderson, Gunner
Andersen, J. N.
Aborn, J. M.
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Belmont, Joe
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Cairns, George
Carlson, Peter
Christiansen
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Cameron, Mr.
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Carlsen, Dick
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Carroll, Kenneth
Cristensen, John
Crawford, Thomas
Cormie, William
Carlson, Peter
Carr, R. W.
Collins, A.

Dallman, H.
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Jorgensen, Jens Geo.
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Kloe, A. E.
Koff, Michael
Kopatz, Oscar
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Roberts, J. W.
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Sandblom, Konrad
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Schaeffer, Geo. V.
Sandblom, H.
Saunders, Jack
Sakariassen, B.
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Sorensen, Edwin
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Selzer, Max
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Viets, C. L.
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Worthington, Asa
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Wilson, Edw.
Wright, Tom
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Woide, John
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Ward, Wallace C.
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Wilhelmsen, Karl
Wennerquist, Anton
Winkelman, Otto
Walker, Bert

Young, Carl
Young, William E.

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Zilla, Joe

PACKAGES

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Campbell, J. R.
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Langman, William
Schwalbe, F.
Offerdal, Ing.
Costley, F. L.
Raggener, Gust
McVay, Frank
Norberg, Alfred
Portham, Matt
Hansen, Oscar -2171

INFORMATION WANTED

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va.
3-9-21

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Thrift Stamps at twenty-five cents.

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Government Loan Organization
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120 Broadway, New York

INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Neponier," "West Katah vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic," "Cold Spring vs. Lycoming," Benoni vs. West Hargrave," "West Harcuver vs. Ozaukee," "Western Glen vs. City of Forth Worth." S. B. Axtell, 9 State St., N. Y. 3-29-21

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

Domestic and Naval

Unemployment figures compiled by Secretary Frank Morrison, of the American Federation of Labor, from reports reaching him, show that in 210 cities there are 1,325,061 persons, both union and non-union, out of employment as compared with 1,391,396 the last of March.

A new American steamship service sailing from New York to Piraeus, Constantinople, Varna, and Constanza, has been inaugurated by the American Black Sea Line (Inc.), with Stephanidis Benas & Co. as general agents. The first ship of the new line left New York on April 15.

A contract for the construction in the United States of a twenty-thousand-ton electrically driven combination fuel supply ship for the Japanese Navy has been signed with the New York Shipbuilding Corporation. This announcement was made by Captain M. Yokura, chairman of the Imperial Japanese Naval Commission.

Hope for the safety of six men and one woman aboard the barge "Miztec" when it foundered in a gale on Lake Superior has been abandoned. No sign of wreckage of the "Miztec" has been found. The steamboat "Zillah," which had the "Miztec" in tow, made port in safety only after her boiler rooms had flooded and her rudder smashed.

Navy officials have decided to assign the transport "Hancock" to Pearl Harbor as a receiving ship, succeeding the U. S. S. "Monterey," according to advices received here from Hawaii. The Government plans to sell the "Monterey" and bids will shortly be issued. The "Monterey" will continue to remain at the Hawaiian naval base until she is disposed of. The "Hancock," 3840 tons, arrived at Honolulu on May 14. She is nearly fifty years old and saw service in the Spanish-American and the world war. During the war she carried the first contingent of marines to France. The ship has a complement of 232 men.

Belief is expressed by Commander Wallace Bertholf of the Twelfth Naval District that the barnacle-covered lifeboat found drifting off the coast of Southern California was not from the tug "Conestoga" or from any craft of the United States Navy. Commander Bertholf says that it was his opinion that the naval tug "Conestoga" turned turtle in heavy weather or broke in two when struck by heavy seas. He stated that the craft might have been swamped so suddenly that no chance was given to the radio operators on board to send out an S. O. S. The "Conestoga" is believed to have foundered while en route from San Diego to Pearl Harbor, Hawaii, with a crew of thirty-two officers and men on board. A squadron of submarines, subchasers and eagle boats are out scouting for the missing tug, but so far there has been no report of her being sighted. Commander Bertholf stated that the craft, in the event of encountering storms, might have turned turtle, in view of the fact that everything on deck might have been made fast. He said that her aerials might also have been dismasted when heavy weather was first encountered. The lifeboat picked up by the "Senator" was not from a naval vessel in the opinion of Commander Bertholf.

Domestic and Naval

The ten thousand ton steel tank steamer "Hammac" was successfully sent down the ways last week at the Potrero plant of the Bethlehem Shipbuilding Corporation. The vessel has been built for the United States Shipping Board and has a capacity for 75,000 barrels of oil.

The estimated number of suicides in the United States during 1920 may be conservatively given at not less than twelve thousand. Of these reported cases 707 were children, the boys averaging fifteen years, the girls sixteen and the youngest child five.

The new liner "Taiyo Maru," 14,000-ton passenger liner allocated to Japan by the reparations' committee, will arrive in San Francisco June 23 on her maiden voyage. This new liner gives to the T. K. K. lines six fast passenger steamers for trans-Pacific service. The "Taiyo" is declared to be thoroughly equipped with first class accommodations and has cabins for over eight hundred passengers.

The Holland-American line has under construction a new motor ship designed to carry passengers and freight and having a deadweight capacity of fourteen thousand tons. The new vessel will be propelled by a three thousand horse-power Diesel engine, and will be able to carry one thousand tons of fuel in the double bottom. The motor ship, which is being built abroad, is intended for the freight trade between Europe and this country and will probably touch at Pacific Coast ports, increasing the growing number of motor ships in these waters.

The motor schooner "Oregon," which arrived at Philadelphia on May 18, was towed 2400 miles. The trip was covered in twenty-five days. The "Oregon" is a vessel of sixteen hundred gross tons and carried a shipment of 1,500,000 feet of lumber from the Pacific Coast for the Charles R. McCormick Steamship Company. The lumber was for the Pennsylvania Railroad. Two tugs of the United States Shipping Board were utilized to tow the craft. The vessel left Colon breakwater on April 29, in tow, and was taken to Key West and turned over to another tug, which completed the voyage. While lying in the canal zone the "Oregon" was libeled. She had been several months in making the trip from the Pacific Coast to Atlantic waters.

Details of how American seamanship won out against big odds when the United States submarine "R-14" was disabled and out of fuel in mid-Pacific during a heavy storm, are contained in official correspondence from the Hawaiian Islands. The "R-14" was missing five days. She had been in search of the missing naval tug "Conestoga." When she arrived back in Hilo she was a cross between a three-masted windjammer and an undersea boat, as she was rigged with command built of hull iron and flying sails made of mattress covers and canvas hammocks. After chasing the sea in search of the missing tug, Lieutenant A. D. Douglass, in command, found that he had exhausted the fuel and ran short on electric power. The American naval officers on the submarine utilized the materials at hand and succeeded in sailing the undersea craft back to her port, which necessitated a five-day voyage.

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Member of the Associated Savings Banks of San Francisco

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PARK-PRESIDIO DISTRICT BRANCH, Clement and 7th Ave.
HAIGHT STREET BRANCH, Haight and Belvedere Streets

DECEMBER 31st, 1920

Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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Dahl, Helge
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Daly, Anthon M.
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Denberg, Harry van
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Mikelsen, Julius
Mitchell, Alexander
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Mohr, Carl
Montola, Lankas
Morgan, R. B.
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Naville, E. A.
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Overgard, P.
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Pankratz, B.
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Payton, Alex
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Pothin, Stanislaus
Pottage, Wm.
Poyla, Kustaa
Prastergaard, W.
Pupp, Albert
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Ranes, Herman
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Robbins, Edwin
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Sarin, Chas.
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Wagner, R. H.
Ward, W. C.

INFORMATION WANTED

James Kenney of Philadelphia, last seen in Pennarth, Wales, is inquired for by V. McMahon, 96 Plain street, Providence, R. I. 6-1-21

Anyone knowing the whereabouts of Olaf Erling Hendriksen, a native of Norway, age 33, last heard from on the Atlantic Coast, kindly communicate with his brother, Albert Hendriksen, Aalo Post Office, Christiansand, Norway. 6-1-21

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

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LOCAL
STAMP

News from Abroad

British naval officers at Constantinople have sent a warship to Adalia to force the Turks to release eleven prisoners who were removed from the British steamer "Palatina."

A naval building program calling for an expenditure of a sum equivalent to $100,000,000, spread out over a period of ten years, has been outlined by the Department of Army and Navy of Mexico.

The Rumanian Government is said to be extremely anxious concerning the concentration of about thirty Russian Soviet divisions southwest of Kiev, according to dispatches received by the French foreign office.

The atmosphere of Sofia (Bulgaria) is still somewhat unhealthy for royalty. King Boris recently found himself in close proximity to a bomb which caused eighteen casualties. The missile was thrown during a national holiday parade.

The seizure by Greece of the Japanese steamer "Heimei Maru," which was transporting from Siberia about three hundred Turkish officers and two thousand soldiers, who had been prisoners of war, was made the subject of protest by the Japanese Government.

A report from Buenos Aires, dated May 30, states that the customs warehouse in the port zone, where longshoremen have been on strike, was burned last night. Police believe the fire of incendiary origin. Several arrests have been made. The loss is believed to run into millions of pesos.

Radical elements seized the municipal government of the village of Jacona, near Sonora, State of Michoacan, last week, and in fighting with the village authorities killed the chief of police and wounded the mayor and several other civilians. Red flags were hoisted above several buildings.

Twelve American sailors from the flagship "Huron" were wounded, two of them seriously, in a recent street fight between American bluejackets and Japanese sailors at Shanghai. Shore leave for men of the cruisers "Huron" and "New Orleans" and the gunboats in the harbor has been stopped.

The Canadian Government fisheries patrol steamship "Malaspina" captured a Japanese sealing schooner, arrested the crew, seized 150 skins and destroyed the boat, according to a report reaching Prince Rupert May 26. The "Malaspina" left port last week for the south, and is said to have overhauled the schooner May 25.

M. Chitcherin, the Bolshevik foreign minister, has sent to Riga a general denial of reports that there has been a concentration of Soviet troops at various border points. Denial also is given to reports of insurrections in Tambov and Hursk provinces and activities of "green armies" in the governments of Petrograd, Pskov and Novgorod. All these reports, Chitcherin declares, are pure inventions.

Reports from Jerusalem by the Jewish Telegraphic Agency state that the inhabitants of Transjordania have risen in revolt against their newly-appointed ruler, Prince Zeid, third son of the King of Hedjaz, and have defeated the prince's forces in a pitched battle, killing one hundred of his men. The insurrectionists, it is said, desire to be governed by the British administration in Palestine under Sir Herbert Samuel.

With the Wits

"What kind of a plant is the Virginia creeper?"

"It isn't a plant; it's a railroad."—Columbia Jester.

"I say, porter, did you find $50 on the floor this morning?"

"Yes, suh. Thank you, suh."—The Brown Jug.

"Who is the mysterious stranger?"

"Some kind of investigator."

"Working for the Government?"

"I doubt it. He keeps pretty busy."—Birmingham Age-Herald.

"Why did you discharge that splendid cook you had?"

"It was the only way to get our guests to go home."—Boston Transcript.

"Well, Dan, we settled at the meetin' last night to go on strike. Why wasn't ye there?"

"I couldn't get there on account of the street-car strike. Them street-car men ain't got no consideration for the public."—London Passing Show.

The following ceases to interest joke producers of the United States:

Patient—What shall I take to remove the redness from my nose?

Doctor—Take nothing—especially between meals.—The Bulletin (Sydney).

"I was just reading the impression of an Englishman who has been visiting this country," said Mrs. Gabb. "He states that the only fault he has to find with American women is that they are overdressed."

"And yet we claim that the English have no sense of humor," commented Mr. Gath.—Cincinnati Enquirer.

The man getting his hair cut noticed that the barber's dog, which was lying on the floor beside the chair, had his eyes fixed on his master at work. "Nice dog that," said the customer.

"He is, sir."

"He seems very fond of watching you cut hair."

"It ain't that, sir," explained the barber. "You see, sometimes I make a mistake and snip off a little bit of a customer's ear."—The Christian Advocate (New York).

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FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XXXIV, No. 40. SAN FRANCISCO, WEDNESDAY, JUNE 8, 1921. Whole No. 1756.

REPORT OF LABOR BUREAU

Accurate Industrial Information Assembled by New Labor Agency

Research and publicity service conducted by trained experts is coming to be a necessary part of labor union activities, according to the first annual report of The Labor Bureau, Inc., made public at its New York office, 1 Union Square.

The Labor Bureau was established in May, 1920, the report states, "on the assumption that the labor movement has need of expert service along the lines of economic, social and political research and of newspaper and magazine publicity," that "labor has need to know as much about industry and the circumstances under which it operates as employers," and that "labor has as much need as employers to get its own interpretation of these facts before the public, before arbitration boards, and other interested bodies."

Served Twenty-seven Labor Unions

The first year's experience of The Bureau, the report claims, has proved the truth of these assumptions.

"The need for such a Bureau has been demonstrated," it says, "by the immediate demand for the work it performs." In this period The Bureau has rendered professional services along such lines to no less than twenty-seven labor organizations, representing a total membership of approximately 400,000 workers, has opened branch offices in Chicago and Philadelphia, and has established itself on a self-supporting basis.

"The services rendered have included twenty cost of living investigations, eleven investigations of earnings and wages, the handling of ten arbitration and wage board cases, reports on profits and financial conditions in seven industries, including over seven hundred concerns; newspaper and advertising publicity service to ten unions, bill drafting and legislative investigation for New York City legislators, and nine special investigations of various kinds."

Future Possibilities Suggested

The report concludes with the assertion that the first year's experience gives merely a suggestion of the possibilities for the Bureau's service in the years that are to come.

"Labor's responsibilities," the report says, "grow with its increase in power and prestige. Responsibilities require accurate information. The growing share which labor exercises in the control of industrial management demands a growing knowledge by labor of the processes of production and business finance. Labor's increasing participation in American political life necessitates an increasing knowledge by labor of the affairs of national, State and local Government.

"The possibilities for the future growth and usefulness of the Labor Bureau are limited only by the limits that can be sent to the growth of the power and prestige of organized labor."

The document is signed by the four directors of the Bureau: Alfred L. Bernheim, Evans Clark, David J. Saposs, and George Soule.

Labor's Auxiliary

The report outlines in detail the policies which the Bureau has followed during the year, the facts of its incorporation, a running account of the services performed by it during the year, the organizations which have endorsed its work, and its financial condition.

The Bureau is called by its directors "an auxiliary to the labor movement." "Its aim," they say, "has been to put the weapons of facts and figures into the hands of union representatives to use in the service of the rank and file."

The directors maintain, however, that "the only facts and figures worth using are those obtained by investigations of the most scrupulous accuracy and the highest professional skill."

Only labor organizations and individuals working in the interests of labor, the report states, have been accepted as clients of the Labor Bureau. This is in accordance with the principle that "no man can serve two masters in the present industrial struggle." The Bureau does not, however, refuse to accept retainers "covering service for both employers and workers under joint agreements or other arrangements sanctioned by the labor organizations concerned."

Deficit Overcome

The financial statement shows an operating deficit for the first year of $1,885.86. This deficit, it is pointed out, was due to "the usual initial expense involved in the establishment of every organization." It was met by the proceeds of the sale of an equal amount of stock—$250—to each director and by small additional loans.

The Bureau, it is stated, operated at a loss only during the first six months of its existence, but since October has been completely self-supporting. The year's experience, it is claimed, indicates that the Bureau will continue permanently on this basis.

No dividends have been, or will be, declared, the report states, as the Bureau is strictly a non-profit-making concern. Charges to clients, it is said, are based upon a computation of fixed salaries of the members of the staff during the time in which they are occupied on each particular case, the cost of materials used, incidental expenses, and office overhead, plus a small per cent for expansion.

The regular staff of the Bureau is supplemented by consulting experts and research or other assistants in every line who are called into service by the Bureau when occasion requires. These include engineers, lawyers, accountants, investigators, and others.

Wide Variety of Services

The work of the Labor Bureau, as described in the report, has covered a variety of services. The following are typical examples.

Members of the staff, acting as economic advisers to several unions, in the New York book and job printing trade, have prepared the briefs and argued the unions' case in two sets of wage arbitration proceedings, and have taken part in the cases of several groups of railroad workers before the Railroad Wage Board in Chicago.

The Bureau prepared complete reports covering wages, profits, and cost of living in two leading Philadelphia industries, textile manufacturing and painting and decorating. These reports showed wage increases and price reductions which were possible out of excess profits.

The Bureau handled all the newspaper and advertising publicity in connection with the painters' strike in New York last summer, as well as the publicity in connection with several of its reports and the arbitration cases handled by its staff.

The Bureau keeps the personnel records of all the members of one of its clients and renders quarterly reports to the organization giving exact data covering wages paid in each occupation, each shop, and the entire industry involved.

The Bureau has made special investigations covering, among others, the following subjects: shop committees; industrial council and other existing methods of joint control in industry; housing facilities in New York City; cost of newspaper printing; loans made to city employes; and comparative statistics of police and fire departments in leading cities.

Endorsed by Many Unions

Among the many organizations listed which have endorsed the Bureau or to whom application for references may be made, are the following: Chicago Federation of Labor; New York City Central Trades and Labor Council; Philadelphia Central Labor Union; Brotherhood of Pulp, Sulphite & Paper Mill Workers; International Seamen's Union; Railway Employes Department, A. F. of L.; United Textile Workers; Brotherhood of Painters, District Councils in New York and Philadelphia; Cleveland Building Trades Council; Chicago Typographical Union; Detroit Typographical Union; Newspaper Web Pressmen No. 25; Uniformed Firemen's Association of New York City.

Directors are Trained Experts

The directors of the Labor Bureau are trained experts, all of whom have had experience in labor research or publicity before the establishment of the Bureau.

Alfred L. Bernheim is a graduate of Columbia University and an expert in business organization.

Evans Clark graduated from Amherst College and took post-graduate work at Harvard and Columbia Universities. He was for three years Instructor in Political Science at Princeton University and served afterwards as Research Director for the Socialist Delegation in the New York City Board of Aldermen. He is a member of Bookkeepers, Stenographers and Accountants Union No. 12646, American Federation of Labor.

David J. Saposs graduated from the University of Wisconsin and was for six years special Research Assistant to Professor John R. Commons, the leading academic authority on the labor movement. Mr. Saposs is co-author with Professor Commons of "A History of Labor in the United States." He was later on the staff of the U. S. Commission on Industrial Relations, the New York State Department of Labor and the Interchurch Commission on the Steel Strike.

George Soule is a graduate of Yale University. He was formerly associated with the editorial staff of The New Republic and The Nation, and a member of the staff of the Interchurch Steel Commission. Mr. Soule is chairman of the Research Committee of the American Labor Party of Greater New York and a member of the Associated Teachers Union (Local No. 71, A. F. of L.). He is co-author with J. M. Budish of "The New Unionism in the Clothing Industry."

E. L. Oliver, the bureau's Philadelphia representative, was formerly on the staff of the U. S. Federal Trade Commission and Instructor in Industry in the University of Pennsylvania.

Offices in Three Cities

The New York office of The Labor Bureau is located at 1 Union Square. It is under the active supervision of Directors Bernheim, Clark and Soule. Bessie Leon is the office secretary.

The Chicago office is at 14 West Washington Street and is in charge of Director Saposs, assisted by Olive H. Rabe and Henry A. Rabe.

E. L. Oliver, Philadelphia representative of The Labor Bureau, directs the work of the Philadelphia office at 1700 Arch Street. Lina Price is office secretary.

DEMOCRACY IN INDUSTRY

By Leonard S. Woolf, author of "Co-operation and the Future of Industry."

The acme of democracy is thought to lie in the principle "one man, one vote" and many people have proclaimed the co-operative movement a pure democracy because it has adopted this principle. There is undoubtedly a certain amount of truth in this. The ultimate control of every co-operative society rests with the quarterly or half-yearly general meeting of members. At such meeting the management committee is elected, and to it the committee is accountable for the greatest and for the least of its acts. And since each member has at the general meeting one and only one vote, we do find in Co-operation a community of individuals with equal rights, in whom is vested both the power over and the responsibility for all the acts done in the name of the community.

But to understand this is not to understand the whole question. The doctrine "one man, one vote" is important, but it does not go to the root of democratic and co-operative principles. In attempting to apply to industry the principles of democracy, co-operators were breaking new ground and they were faced with a most complicated problem.

What the co-operator saw and still sees in the non-co-operative business and factories around him is this: First, the motive power which begins to set industrial operations in motion is capital. The object with which an ordinary shop is opened, or an ordinary factory is built, is profit of earning of interest on capital. In other words, the primary object is that money shall make money. But here deep down at its commencement co-operation proceeds on a different principle. The original co-operative motive power is the needs of man, not his money; and the co-operative store or factory starts operations in order to supply the needs of its members, not in order that their money shall earn money.

It is the man who begins as the pivot of the system. It is necessary to point out that this is not a matter of purely theoretical interest. It has the most practical effect upon the working of the two systems of industry, the co-operative and the non-co-operative. If you take the community of a country as a whole, it is clear that its interest is simply that industry should supply its needs, by which one means those commodities and services which are necessary if the individuals forming the community are to lead reasonably healthy and happy lives. It is widely recognized that the ordinary industrial system does not do this, and very largely because the needs of money and not the needs of man are the pivot of the system. Many writers in recent years have lamented the appalling wastefulness of our industrial system—the fact that an enormous amount of industrial energy is expended first in producing things which nobody really wants, and then in inducing people to believe that they really want them. All the making of shoddy articles, all the touting and advertising which is directed to induce people to buy them, are so much waste of industrial effort and energy from the point of view of the democracy or the community. And this waste exists because we organize our industries not in order to supply the wants or to produce things for the use of the community, but in order that capital may be profitably employed. That this is true in practice is proved by the fact that this kind of waste scarcely exists at all under the co-operative system, even though co-operative societies today are forced to compete with non-co-operative businesses. There is no motive in a co-operative society or a C. W. S. factory to induce its members to buy a shoddy article or one for which they have no real need or use, and in consequence one finds that the $500,000,000 of annual English co-operative trade can be conducted by the movement with practically no advertising at all.

This, then, is the first great practical difference between the co-operative and the non-co-operative systems, that in the former the motive-power which sets in motion industrial operations is the needs of the individuals forming the community, while in the latter it is the necessity of "money making money."

Few people will deny that capital is closely connected with that human passion —desire for gain—in whose name consciously or unconsciously more inhuman acts have been done than in the name of any other passion. The real danger of capital is that it is difficult for its owner or its lover to know what it is doing. To use it he must put it out of his hands into the hands of others, and he loses the sense of his ownership and of its tangibility, and, therefore, of his personal responsibility. And so the man that would be moved to genuine indignation at the thought of misery being wantonly inflicted on a mosquito, cannot be brought to see that he is in any way responsible for the human misery caused by his $500 judiciously invested to bring in a safe $100 per annum.

The arrangement by which Co-operators have refused to allow capital to acquire any power over the machinery of industrial organization abolishes at a stroke one of the most dangerous evils of the undemocratic system which has been built up all over the world during the last century.

The highest mountain in the State of New York is Mount Marcy, a peak in the Adirondacks, which rises 5344 feet above sea level. The average or mean elevation of the State, as estimated by the United States Geological Survey, Department of the Interior, is 900 feet.

SHIPPING AT HAVRE

Recent consular reports state that shipping in the port of Havre during the first three months of 1921 reflected the dullness in business and trade generally prevailing during that period. Docks and storehouses presented a far different appearance from that of a year ago, when arriving ships and merchandise tested the capacity of the port.

Statistics compiled by the Havre Chamber of Commerce show a falling off of 1307 ships of 135,970 gross tons, as compared with the first quarter of 1920. These figures, however, include ships of every character, ocean-going vessels, river steamers and canal vessels.

The curtailment in the volume of shipping has as a corollary a large increase in the number of American seamen out of employment, and a corresponding increase in expenditure for their care, maintenance and return to the United States.

Cargo vessels have fallen off both in number and in quantity of merchandise carried. One United States Shipping Board vessel of 6000 gross tons arrived with 2300 tons of cargo. Practically all American ships return in ballast, so that the freight one way must cover the expense of the entire voyage.

Statistics of imports by vessels of other nations are not yet available, but the cargoes of American vessels for the first quarter of the current year include 49,118 bales of cotton, 17,320 tons of crude oil and petroleum products, 8367 tons of grain and rice, 7600 tons of machinery, 4564 tons of steel, 6058 tons of coal, 2200 tons of frozen meat, 28,171 tons of general cargo.

Included in the general cargoes were shipments of farm implements and machinery, structural steel, copper, meats, linen, perfumery, hops, horses and automobiles.

The American Red Cross received large shipments during the quarter for use in European relief work.

According to the statement compiled by the French Bureau of Customs, the total number of loaded vessels entering the port during the first quarter was 332, with a tonnage of 512,713, and entries in ballast numbered 18, with a tonnage of 10,418. Clearance of loaded vessels numbered 236, with a total tonnage of 367,958, and clearances in ballast numbered 94, with a total tonnage of 135,603.

Of the entrances with cargo, 213 were English vessels, 42 Dutch, 31 United States, and the others were of various nationalities. In the customs statement no account is taken of vessels which first entered at another French port and subsequently called at Havre. For example, the entries of American ships show 31 instead of 39, the actual number which entered.

SALT IN THE SEA

The saline matter in the ocean is sufficient to make a block of salt measuring 4,800,000 cubic miles. If spread over the entire surface of the United States, exclusive of Alaska, it would form a crust more than a mile and a half deep. One per cent of the content of salt in the ocean would cover all the land areas of the globe to a depth of 290 feet.—United States Geological Survey.

Weekly News Letter

Contributed by the American Federation of Labor

Sales Tax Is No Panacea

The sales tax in Canada is not a substitute but is an additional tax on business profits, writes W. G. Gates, Canadian correspondent to Commerce and Finance.

"Americans who imagine that the Canadian experiment throws a flood of light on the sales and turnover taxes will probably be disappointed," says the correspondent.

"The one sure thing demonstrated by the ten months' experiment up to March 31 is that the tax has not produced the revenue expected. Our minister of finance, like Moses, struck the rock, but there was no great outrush of water, nothing more than a trickle equal to less than 10 per cent of the total revenue. Another fact demonstrated is that the tax can never be counted on as a major source of revenue.

"The sales tax consists of 1 per cent on sales by manufacturers and wholesalers, or jobbers, and importations at their dutiable value.

"Canada's experience may be taken as fairly good evidence that estimates of probable returns from either the sales or the turnover taxes have been much exaggerated. Apparently they have been based too much on the figures, not of a normal period, but of one of marked inflation.

"While Americans may see in the results of the Canadian experiment material for guidance in shaping their own policy, they may well hesitate before jumping to the conclusion that because this method of taxation is considered necessary in Canada, therefore, it is desirable in the United States.

"For one thing, Canada needs revenue much more badly than does the Republic."

How About This?

"We would like to know," says the All-American Co-operative Commission, in its press bulletin, "why bread still sells at war prices in most of the cities of the country, although wheat has fallen to one-half its last year's price, so that the wheat in a pound loaf of bread now costs but 2.2 cents.

"We would like to know why coal that sells for $3.50 a ton at the mine costs us $13.50 by the time we coax it into our cellar. Of course, we do not suspect that the mine owners are still making their 200 to 2000 per cent war profits.

"We would like to know where the difference goes between the $1.15 that the farmer gets for a whole beef hide and the $8 to $10 we have to pay for a pair of shoes. This enormous discrepancy cannot be attributed to labor costs. According to the figures submitted to a Government commission, the profits of the shoe industry are approximately five times the total labor cost and one-third the total price of shoes. In order to maintain high prices, some shoe factories are now shutting down because of "over-production," although a recent Massachusetts investigation reveals that thousands of shoe factory employes in that State are themselves in need of shoes.

"There are a lot of things we would like to know, but we do not suppose we ever shall know them until the workers of farm and mine and rail and factory who produce and transport the Nation's wealth, cooperate to demand the abolition of monopoly privileges and to secure the distribution of the fruits of industry to those who labor to create them."

Bad Conditions Revealed

The United States Child Labor Bureau says the administration of the first Federal child labor law has shown the vicious circle of child labor, illiteracy, bodily feebleness and poverty. In five States it was found that many of the children were underweight when examined by a physician. They had been working in the mills for several years. Some gained quickly when taken out of the mill and put on a better diet. With others it was difficult to reach even the low standard called for by the physical requirement. Many parents were reported unable to pay for medical attention, and in most cases no public clinics were available to lend assistance.

One-fifth of the children in the five States left school when they were in the fourth grade; almost one-tenth of them had never attended school or had not gone beyond the first grade, and only one-twenty-fifth had attended the eighth or a higher grade. Their educational equipment was even more limited than the grade which they last attended would indicate.

One-fourth of the children would be refused certificates if ability to write their names legibly had been a requirement.

Non-Union Ship Returns

After covering 300 miles of her voyage to South America, the big Munson liner, "Huron," was forced to return to New York with 140 passengers. Because of the marine engineers'-seamen's strike, the ship was manned by strikebreakers and the captain feared to risk passengers and cargo.

The "Huron's" return is proof, trade unionists declare, that strikebreakers are not competent to hold licenses issued to them by the Government. Only recently the steamer "Pocahontas" cleared from Boston, but was towed back to port by a revenue cutter. Ship owners are giving little publicity to these incidents, which endanger life and property.

The strike was caused by a refusal to accept wage reductions and a lowering of working conditions that would destroy the Seamen's Act.

Defends Cotton Strike

The refusal of cotton planters to sow a full crop was defended by J. S. Wannamaker, president of the American Cotton Association, at a meeting in New York recently. Those present included cotton growers, Government officials, manufacturers and allied interests.

Mr. Wannamaker said it would be "nothing short of suicidal to produce more than half a crop of cotton in the year 1921."

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The Maritime Federation of Buenos Aires, which declared a general strike, beginning June 1, has affected all water traffic operating under the flag of Argentine.

With the latest addition of over 600,000 cotton workers, the number of unemployed in Great Britain approximates 5,000,000. The present industrial stagnation affects approximately 17,000,000 persons in the

The number of persons unemployed in Switzerland has increased to 120,000. Of these about one-third are totally unemployed, while two-thirds have partial employment. Emergency employment works are in operation in many localities with but slight prospect for immediate improvement.

Liquidation of labor continues in Canada. The strike of 1200 employes of Price Brothers' Paper Mills at Jonquieres and Kenogami, which had been in progress several weeks, ended when the men accepted a 20 per cent wage reduction and returned to work.

A twenty-four-hour general strike was called at Vera Cruz, Mexico, as a protest against the deportation from Mexico of alleged extremist leaders during the past two weeks. The initiative in the strike was taken by the machinists' union, assisted by union sailors.

On June 3, at London, the executive body of the striking British coal miners finally rejected government proposals for a settlement of the coal strike. Several of the labor leaders were inclined to vacillate; but the determination displayed by the union's rank and file compelled action in accordance with the strikers' wishes.

British advices state that an American vessel, loaded with coal and manned by American strikebreakers, has been detained at Penzance, Cornwall, since May 19. Under pressure, the British government attempted to aid discharge under military protection, but the hostile attitude of the population compelled withdrawal of the militia and the unions are in control. The strikebreakers show no eagerness to view the scenery of Penzance or to explore the large boneyard for useless vessels, of which the port boasts.

Advices received by the Boston agency of the steamer "West Jeffrey" state that the Argentine government has promised to protect non-union labor at Buenos Aires. This is declared to be the result of efforts of the United States State Department in behalf of the steamer "Martha Washington" and other American vessels, manned by non-union crews, which are expected to follow. To date the Argentine government has succeeded only in spreading the trouble to their own shipping.

Industrial unrest is still rampant in Italy. Recently, Premier Giolotti was called back to Rome from Cannes where he was resting following the death of his wife, owing to the grave situation occasioned by the demands of the State employes. They are asking increases which will increase the expenditure of 900,000,000 lire (normally about $180,000,000). Another strike which is threatening is that of the school teachers, who apparently have decided to walk out on the eve of the final examinations.

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If you are an American or want to be one, or if you don't know, get Axtell's book and find out what America stands for today. What are you doing to see that equal opportunity to each Citizen of the United States in this great land, is preserved? The Seaman's Act, the Emancipation Act of seamen, a bloodless victory for the organization of workers, freeing more men than the Civil War of 1865 and without bloodshed, is fully explained in this book. Postpaid retail price, $1.00.

Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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INFORMATION WANTED

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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REMOVAL NOTICE

Members of the Masters, Mates and Pilots' Association of the Pacific, and shipping interests in general, please take notice that, on and after April 30, 1921, the Headquarters of the Masters, Mates and Pilots of the Pacific will be located at 52 California Street, in place of 62 Steuart Street, San Francisco, Cal. The telephone number will remain the same as present: "Kearny 2034."

W. H. STARK, Sec'y.

INFORMATION WANTED

Anyone knowing the whereabouts of John Johnsen, a native of Bergen, Norway, and a member of the Sailors' Union of the Pacific; last heard of in Norfolk, Va., on board the S. S. "Lake Texan," kindly communicate with his brother, Andrew Johnsen, P. O. Box 65, Seattle, Wash. 4-27-21

Anyone knowing the whereabouts of Robert J. Philpott will please notify his mother, Mrs. Philpott at 547 East Julian Street, Savannah, Ga. Philpott's father has died, and his mother is anxious to have him return. 4-20-21

Mrs. M. Black, 100 Plain street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, George Baxter, last seen in March, 1920, at Tampico, Mexico. 6-1-21

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Pacific Coast Marine

The "Celestial," second Chinese-built steamer for the account of the United States Shipping Board, has left Shanghai for San Francisco. Her sister ship, the "Mandarin," is now lying with other vessels of the Shipping Board in Southampton Bay.

The tug "Sea Scout," fourth and last of the towboats purchased by the Red Stack from the United States Shipping Board, has made a very successful trial run. The vessel was commanded by Port Captain William Darragh. All of the vessels were built and engined by the Main Iron Works.

The largest combined shipment of wire rope and manila rope to enter San Francisco via the all-water route is scheduled to arrive on the steamer "Willpolo" of the Williams Line the middle of this month. The shipment, which is in excess of 310,000 pounds, is consigned to the Waterbury Company's Pacific Coast branch.

The tanker "Lansing" was taken out of San Pedro for San Diego June 1 with a full cargo of oil. She was towed by the United States naval tug "Koka." She was not able to leave under her own power, due to lack of men in the engine room. The steamer had intended to leave for Honolulu this week, but was prevented by lack of engineers.

There is every indication of an improved financial revival in the Orient, and the business outlook is declared to be quite promising. Japan is showing signs of more stable conditions and import and export houses are optimistic regarding the future. Money is freer and trade is picking up in all quarters. Many factories which were closed six months ago are again on their feet and shipping has also displayed progress.

The license of Captain Harry H. Marden, pilot in charge of the steamer "Governor" when that vessel was sunk off Port Townsend, Wash., April 1, with the loss of eight lives, has been suspended for one year by the Board of Federal Steamboat Inspection Service at Seattle, Wash. Captain Marden was tried by the board on charges of inattention to duty in connection with the sinking.

In a period of thirty-six hours a total of five thousand tons of cargo was stowed into the holds of the Williams Line freighter "Willholo." The work was carried out by Captain Fremont R. Nash of the Standard Stevedoring Company. Virtually half of the cargo stowed in the vessel, which consisted of nearly seven thousand tons from San Francisco, was copper. The craft will enter San Pedro to complete loading for the East Coast.

Although imports from foreign countries to San Francisco during April were but a trifle more than half of those during the corresponding month of 1920, the duties collected in April, 1921, by Collector J. O. Davis were $987,995.38 compared with $551,513.97 a year ago. The explanation is that large quantities of articles on which there is now a low duty have been rushed to the United States in anticipation of a high tariff being levied.

May halibut catches off Vancouver Island, off Cape Flattery, in Hecate Strait, and on the southeastern Alaska banks, broke all records for the year, it was announced by officials of the fishing vessel owners' association at Seattle. During the month 139 catches were brought into Seattle. The largest catch was made by the schooner "La Paloma," forty thousand pounds, secured off Goose Island, in Hecate Strait. The fish sold at 5 to 9⅞ cents a pound.

The marine department of the Chamber of Commerce has received word of an unusual charter secured for the four-masted schooner "Sir Thomas Lipton" to carry nineteen hundred tons of coal from Norfolk to Honolulu via the Panama canal. It is the first time in recent years that a sailing vessel has been chartered to carry coal. Schooners have been a drug on the market of late. But the shipping strike, with its resulting shortage of engineers, caused the sailing vessels to be employed. The "Lipton" is now on her way to Honolulu with the coal.

The little schooner "Lady Mine" has cleared at Vancouver, B. C., for Ensenada, Mexico, part of her cargo being a consignment of whisky. Friends of the vessel expect she will encounter difficulties, as officials of the Mexican ports are keeping a watchful eye on incoming liquor. Some months ago another Canadian ship arrived with a similar cargo at a Mexican port whose official head demanded $500 from the captain of the vessel. The skipper filled him with the mellowest brand and after succeeding in having the fine reduced to $10, shipped the befogged official ashore and departed.

Surveyors probing machinery trouble on the freighter "Bakersfield" have claimed to have discovered evidence of sabotage on the craft. After an investigation, officials of the United States Shipping Board at Balboa asked the Panama police to arrest the third assistant engineer of the vessel and four firemen. The men shipped on the vessel at San Francisco under the reduced wages and at the time of signing on stated that they were not affiliated with any maritime association. The "Bakersfield," running for the Williams-Dimond Company, sailed May 10 for Europe. She encountered minor trouble between San Francisco and San Pedro.

It has been reported in shipping circles that the Rolph Navigation Company chartered its steamer "Georgiana Rolph" to Frank Starke for the west coast trade. The information stated that Starke intends operating the vessel between La Paz, the Lower California Gulf port, and Salina Cruz in the freight and passenger trade. Starke, at the present time, operates the steam schooner "Centralia" on the west coast. The "Georgiana Rolph" is of 1385 net tons and is declared adaptable to the trade. Recently she has been tied up at San Francisco. While information was not obtainable as to the terms of the charter, it was stated that Rolph closed an exceptionally good deal.

Latest reports from the Alaska salmon fleet state that there is ice in Bristol bay from Port Moller to Ugashik. Eleven of the fishing fleet were lying in Bristol bay. The lighters and ways of the Northwestern Fisheries Company sustained some damage from the heavy fall of snow. The motor-ship "Margaret" arrived in the north and reported encountering mostly westerly winds from San Francisco to Bristol bay. Other vessels of the fishing fleet which arrived there from this port prior to last Friday were the bark "Star of India," "Star of Iceland," "Star of Russia," ship "Bohemia" and the schooner "S. N. Castle." The bark "Guy C. Goss" arrived there from Port Blakeley.

Water freight rates from San Francisco and other ports of the Pacific Coast to Europe were reduced at a meeting recently of steamship lines engaged in this service via the Panama canal. Effective immediately, the following rates are in force: Dried fruit, sacked or in boxes, $1.25 per hundred pounds; beans, $1.20; canned goods, $1; rice, $1.05; tallow, $1. These rates are for one-hundred-pound shipments. In making the reductions it was announced that the rates will apply on shipments in any quantity, as the lines do not require shipments to move subject to minimum carload weights. The reductions were made following the announcement of the railroad freight cuts to the Atlantic seaboard. The steamship lines stated that the rates will hold good for the present year.

Those interested in the development of the intercoastal trade by the cutting of costs in competition with transcontinental railroads, are focused upon the activity of the Williams Line in their utilization of the motorship "Kennecott" in the coast to coast service. Economy in operation, less heating in the holds and larger cargo space are cited by marine surveyors in favor of motorships in the coast to coast freight trade. The "Kennecott" is capable of making 270 knots a day, and has a carrying capacity of eight thousand measurement tons. It is estimated that there will be a saving of $4000 in the run to New York, due to the few members of the engine room crew and the comparatively small amount of fuel oil needed to operate the craft.

Demands for accommodation on transpacific liners at Oriental ports is heavy and a worse congestion exists there now than there is at Hawaiian ports. The situation is brought about by the demands of foreign legation attaches for reservations on homeward bound liners. These attaches are now returning home for their vacations, the first in seven years. According to the advices, it is impossible to secure accommodations on steamers from Japan, China and India to Marseilles or London before next winter. Those who cannot secure bookings on vessels going from the Far East to European ports via the Suez Canal are therefore crowding the passenger offices of transpacific lines running to San Francisco and other Pacific ports. The passenger situation at Honolulu is not as bad now as it was a few months ago.

Effect of the marine lockout is being felt with severity at Eureka. The first large cargo vessel to cross the bar in twenty-six days went over last week. This was the Standard Oil Company's tanker "Atlas," Captain Sullivan, from San Francisco. She was brought in by the Humboldt Stevedore Company's tug, Captain Petersen, which, in going out, crossed the bar for the first time in twenty-six days. The last large cargo vessels to cross the bar after the strike was declared were the steam schooners "Vanguard," "Mayfair," "Halco" and "Katherine," lumber laden for coast ports, May 5. After delivering their cargoes these vessels joined the other vessels of the Humboldt fleet tied up at San Francisco. Since then the Humboldt fleet has consisted of the three little gasoline schooners "Magnolia," "Martha" and "Coaster," plying to Del Norte ports.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

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111 South Street
ATLANTIC CITY, N. J.....H. F. McGARRIGEL, Agent
700 North Rhode Island Avenue

(Continued on Page 11)

The Seamen's Journal

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JUNE 8, 1921.

A REASON FOR SUPPRESSION

In their efforts to degrade American seamen to the level of Asiatic coolies, vessel operators are resorting to desperate expedients. While throwing out a smoke screen of falsehood and character assassination, every law, ruling or provision for safety of life at sea has been violated or disregarded by the Shipping Board and American Steamship Owners' Association. Vessels are being despatched short-handed and with the most incompetent and inexperienced personnel, notwithstanding the U. S. Statutes.

Shipowners are aware of the significance and danger of these criminal acts, and are doing everything in their power to keep knowledge of these matters from the general public. As an example of news suppression by the commercialized press, the report of the "Tokuyo Maru" disaster stands out in the light. Although several deaths resulted and the vessel was a total loss, press reports of the occurrence were very meager and of limited duration.

Actuated by comment which appeared in a recent issue of the Shipping Register — devoted to shipping interests — the JOURNAL has conducted a quiet investigation of the circumstances pertaining to the affair. The article which agitated our activity follows:

"The tragedy aboard the Tokuyo Maru on Monday was unnecessary. Under stress, Japanese aboard ship are prone to lose their heads. Unless there be the firm hand of a white man above them, they lose all self-control. Now, let any traveler who has crossed the Pacific put himself in the position of a passenger aboard the 'Tokuyo Maru' when she caught fire. There was, according to all accounts, a hideous yellow pandemonium. So, again, we take the liberty of advising the T. K. K. to return to its former method of white captains, white pursers, surgeons and chief stewards, that there be always at the head of each chief department somebody who can keep his brain level and who knows what to do and how to do it in an emergency."

It was the feeling that something must have been radically wrong to bring forth such criticism from the shipowners' mouthpiece that led us to seek certain facts which were related by members of the crew of the U. S. transport "Buford." This steamer was first on the scene and picked up members of the crew and passengers from the water and from lifeboats, to which they had been driven by the flames.

The statements of the "Buford's" crew are substantially as follows:

"On May 2, 1821, we had fire drill at 4:30 p. m. We had just completed the drill and had gone below for supper, when we were informed that a Japanese steamer was afire a short distance away. When the men got on deck we could see volumes of smoke and flashes of flame breaking out on the 'Tokuyo Maru,' which was then about six miles away.

"While approaching, we observed two boats in the water about four miles from the burning ship. The captain gave orders to launch the emergency lifeboats, while he picked up the two boats from the Japanese vessel. It took us about half an hour to reach the vicinity of the 'Tokuyo Maru.' We noticed a crowd of people huddled on the extreme stern and they were panic-stricken to a degree of helplessness; making no attempt to get life rafts or other life-saving appliances overboard—the only two lifeboats had already left.

"Noting the panic-stricken condition of the Japanese, the 'Buford's' emergency boat did not venture too close as we feared they would jump and swamp the boat. They jumped overboard and we picked them up from the water, sixteen men being rescued in this manner.

"When we got back to the 'Buford' we found that the Jap boats had been picked up; that there were only eight men in one of them, and about one-third of the crew in the other, although each boat had sufficient capacity to have taken the whole crew.

"This showed that the first men into the boats deliberately deserted the others aboard the burning vessel, leaving them to their fate in the awful furnace, and due to the fact that they were so far from the 'Tokuyo Maru' they had no intention of aiding those aboard.

"There were also a number of men swimming in the water which the Jap boats would not pick up; we picked up two before they drowned, but one died before we reached the 'Buford.' We buried him that night."

The foregoing statements by American seamen attached to the transport "Buford" again substantiates the frequent assertion that Asiatic crews are of the lowest standard of courage and efficiency. In our issue of May 4, 1921, the JOURNAL illustrated this fact with a description of the sinking of the steamer "Hong Koh," where nearly eleven hundred persons were drowned in the stampede and riot which followed the vessel striking on a river bar on the China coast. In the same issue we elucidated the necessity of enforcing the protective provisions of our maritime laws.

Significance of the suppression of facts pertaining to the "Tokuyo Maru" disaster is painfully apparent.

Vessel operators, including the Shipping Board, are at present engaged in desperate efforts to drive Americans from the decks of American ships. They intend to degrade them to the level of Asiatic standards or substitute coolies for American crews. As a means to accomplish this end, it is deemed necessary to violate all laws of safety and to disregard the Seamen's Act entirely. With the support of Admiral Benson, every bureau and department entrusted with enforcement, is deliberately permitting open violation of the marine law of the country. If such a striking example of inefficient crew should come to public view, the bureau and departmental heads might be embarrassed to such extent as to curtail their effectiveness in the interest of private shipowners.

Will it require another "Titanic" disaster to arouse the citizens of this country to action?

EMIGRANTS RENIG

On June 3 immigration authorities began enforcement of the immigration bill restricting entry of aliens to 3 per cent of the nationals of their country in the United States at the time of the 1910 census.

Only 20 per cent of the total quota of any country can enter each month.

There is reason to believe that insofar as Northern Europe is concerned our restrictions are entirely unnecessary. The steamer "Olympic" was recently chartered for return to Finland of thousands of Finns, and there are quite a number of other nationalities who are inclined to take the intolerants at their word and "if they don't like it get out."

Over thirty thousand Norwegians have returned to the land of their birth since conclusion of the war, but in that instance they were so thoroughly imbued with the 100 per cent idea, as expounded by Ole Hansen, that they carried many intolerant notions with them. This resulted in a restricted liquor traffic, followed by reciprocal action by Spain, which found her market for wines destroyed in Norway, and immediately the Norwegian market for stockfish was put on the toboggan in Spain. In order to meet this situation, the Government of Norway intends to introduce into the Storthing a proposition for governmental control of liquors, and the population are eager to repatriate their visitors to the land of their adoption.

In evidence of the fact that Northern Europeans do not any longer consider North America a land of milk and honey, the following statistics are enlightening:

The number of emigrants who sailed from the port of Amsterdam in 1920 is the highest on record, namely 8752, as compared with 5020 during 1919, and 5332 during 1913, the last pre-war year. The various steamship companies are booked up until late in the summer and the indications are, now that foreign travel has become easier and passport regulations are less strict, emigration for the current year will surpass that of 1920 by several thousands. Of the 8752 emigrants, 5166 were men, 2832 women, and 754 children under ten years of age. Only 197 of all these were Hollanders, the majority coming from Germany (6492), Poland (356), Austria (234), and thirty-two other countries. As in former years, the bulk of the emigrants were bound for Argentina (4523), Brazil (2920), and Mexico (608). The rest left for Cuba, Uruguay, Spain, Portugal, England, and France. Only eight men sailed for the United States. Practically all emigrants from this consular district bound for the United States embark at Rotterdam, a very small number sail from Antwerp and from English ports.

Don't permit your money to scab. Buy Union-made goods.

EX-SERVICE IDEAS

A booklet, issued in the interests of unemployed ex-service men, recently published the following:

The Shipping Board

Sends a ship to a foreign port,
Discharges its cargo;
Has an argument with the oil trust
Because they want nine a barrel for oil.
Sticks around a few weeks,
Shooting cables to Washington.
Gets real mad over the delay,
Then turns said ship into a coal burner,
Taking a couple weeks more vacation
At the expense of the taxpayer.
Then fills the bunkers
With a lot of bum coal and sails
Within half-way of another port,
And returns to the port again,
Where the cargo was discharged;
Pays the oil trust his price for oil,
Changes back to an oil burner,
Which means another vacation
At the expense of the taxpayer,
Then sails for the U. S. A.
Without a return cargo, and raves
Because running expenses are so high,
And tries to reduce the seamen's wages.

As another filler, they continue:

"We will say right now that we are for UNION LABOR—First, Last and Always. We want no ADVERTISERS who will not back the laboring man in his fight to earn a living, with conditions that will give him a place on this earth fit for a human being."

It seems that the ex-service men, in their perambulations, have been observing, and in this instance they are fully awake to the situation as it exists today. Perhaps the crude manner in which employers displayed their intentions to exploit them, and the distress coincident to prolonged unemployment, has aroused a certain activity in brain cells that otherwise might have lain dormant.

However, the ex-service men are to be congratulated on their point of view as expressed in the foregoing.

ATTA BOY! ATLANTIC

If it were not for compensating features, recent news from Atlantic ports might be regarded as distressful. With propaganda aimed to place the locked out seamen before the public as aliens, ne'er-do-wells and lawbreakers, the combination of private vessel operators and Shipping Board continue to "use all the resources at its command" in destroying the American Merchant Marine.

As part of the plan, hundreds of seamen have been thrown into jails without provocation and upon the slightest pretext; many of them for alleged violation of judicial edicts or injunctions.

Cowardly thugs, hired by the American Steamship Owners' Association, supported by the Shipping Board, are murdering and maiming in ruthless manner, and every strategem possible is resorted to in order to break down the morale of the locked out seamen.

Under ordinary conditions such bald misrepresentation and vicious aggression could be considered distressful, but the fact that the men are only inspired to further effort instead of dejected by the sacrifice demanded of them eliminates whatever element of discouragement the situation suggests.

If the predatory employers have indulged in self-congratulation at the harshness and deviltry of the tactics employed, they are entirely too premature in their glee.

The spirit of men who can withstand the cruel attrition of the past six months of unemployment; who have suffered to the limit cold and hunger, is not easily impaired. Their solidarity has been welded in accordance with the force of aggression; the fiercer the onslaught the more compact and determined the resistance.

That is the rule with seamen everywhere, for they realize that this is only part of the price which must be paid in their struggle for human liberty.

THANKS

The JOURNAL is receiving whole-hearted support from the membership, and the interest in our welfare recently has become intense. Members on the Atlantic and Gulf Coasts are exhibiting considerable speed these days. We were recently favored with a request for more copies by Comrade R. Olsen, agent at Savannah, Ga., and while "sending her in" he found the old-time method of mail not swift enough, due to the fact that members wanted copies on the spot, therefore the request came by night letter. Thanks, comrades, we appreciate your speed in addition to your generous union spirit.

ORIGIN OF LONG ISLAND

Long Island affords particularly clear evidence as to the history of the great continental ice sheet which covered the Northern States many thousand years ago.

The southern margin of this great ice sheet, according to the United States Geological Survey, Department of the Interior, extended to Long Island and remained there for a long time, depositing a thick body of intermixed boulders, sand and clay as a terminal moraine, which is now the "backbone" of the island. The ice moved southward across the area that is now occupied by Long Island Sound and brought these materials from the north, dropping them at its melting edge. This method of deposition developed a very peculiar topography, consisting of an irregular aggregation of hummocks and hollows, which have produced the many beautiful details of configuration that make the higher parts of Long Island so attractive to lovers of nature. The most notable of these hollows in the morainal ridge is the one holding the picturesque Lake Ronkonkoma, which lies in a depression fifty feet below the surrounding ridges. Several other similar pits are eighty to eighty-five feet deep, and some of the larger irregular hollows are several miles long.

The older rocks of Long Island consist of the granite floor, which comes to the surface near East River and Hell Gate, and clays and sands of Cretaceous age, which not only crop out at places along the north shore, but rise into high mounds that lie under the surface deposits at places in the west-central part of the island.

The tendency of trade unions, as of other bodies of men, to act upon sentiment rather than reason, would be more dangerous than it is, were it not for the intervention of that strongest of all forces, instinct.

Always demand the Union Label!

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., June 6, 1921.
Regular weekly meeting came to order at 7 p. m., J. Vance Thompson presiding. Secretary reported situation satisfactory.

ED ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.
This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED ROSENBERG,
Secretary pro tem.

Vancouver, B. C., May 30, 1921.
Shipping dull; situation satisfactory.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, May 30, 1921.
Shipping dull; situation satisfactory.
K. E. LEHTO, Agent.
2016 North 30th Street. Phone Main 808.

Aberdeen Agency, May 30, 1921.
Shipping dull; situation satisfactory.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Seattle Agency, May 30, 1921.
Shipping dull; situation satisfactory.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, May 30, 1921.
Shipping dull; situation satisfactory.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, May 30, 1921.
Shipping dull; situation satisfactory.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, May 23, 1921.
Shipping dull; situation satisfactory.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., June 1, 1921.
Regular weekly meeting came to order at 7 p. m., Eugene Burke presiding. Secretary reported situation unchanged.

EUGENE STEIDLE,
Secretary.
86 Commercial Street. Phone Kearny 5955.

Seattle Agency, June 1, 1921.
Situation unchanged.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, June 1, 1921.
Situation unchanged.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, June 1, 1921.
Situation unchanged.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Torvil F. Haederstrom, No. 1999, a native of Sweden, age 40. Died at Seattle, Wash., May 23, 1921.

Harold W. Johansen, No. 2301, a native of Norway, age 32. Died at Camp Kearny, Calif., May 30, 1921.

Gabriel Rocke, No. 1254, a native of Finland, age 51. Died at sea, May 14, 1921.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

HONOR TO OUR DEAD

The impressive ceremonies and imposing procession attending the funeral of our lamented comrade, José Rigo, on Sunday, May 22, 1921, was the greatest, as well as the most solemn and decorous demonstration of Merchant Seamen that ever moved through the streets of New York.

Comrade Rigo was foully murdered by a dastardly, lawless strikebreaker employed by the American Shipowners' Association, on May 17.

It is gratifying to note in passing, that the cowardly assassin, Arthur Green and a couple of his scab accomplices, were arrested immediately after commission of the crime, and are now lodged in the Tombs prison awaiting action by the Grand Jury.

Comrade Rigo was, at the time he was shot, near the Savannah Line dock. With several other comrades he was endeavoring, peaceably, to dissuade a number of strikebreakers—who had already been engaged on coolie terms to sail on the "City of Savannah"—from taking the degrading chance.

Fearful lest he should lose his inalienable license to scab, the cowardly bandit drew a revolver and fired into the crowd. The prevailing belief that his aim was deliberate, and that he fired with intent to kill, is apparently justified by the fact that the bullet struck Comrade Rigo in the abdomen, inflicting a mortal wound, from the effect of which he died a few hours later at a local hospital.

Comrade Rigo had served nobly as a seaman during the height of the submarine campaign in the late war, and was highly esteemed by his fellow-members, both as a brother and a man.

He died at the post of honor, fulfilling his duty to his Union and the Merchant Marine. The funeral procession was an orderly and dignified success, and exerted a profound and lasting impression upon all beholders along the line of march.

Grand Marshal Oscar Carlson, secretary of the Marine Firemen, Oilers and Watertenders' Union, of which division our late comrade was a member, and the Committee of Arrangements deserve to be warmly congratulated for the flawless manner in which their plans were carried out.

And the nine thousand stalwart members who marched reverently with bared heads for nealy two and a half hours through the penetrating summer heat in mournful but dignified silence behind the remains of their fallen comrade, likewise deserve unstinted praise for their manly, upright bearing, orderly deportment, and fine appearance.

The funeral procession, headed by a military band and preceded by three open barouches laden with beautiful floral tributes and a line of draped automobiles containing the chief mourners, took up its line of march from the undertaking establishment at 72 Thompson street, where Comrade Rigo's remains had been placed on view for several hours before, at 10:30 a. m.

The body, enshrouded in a white casket, was likewise carried to the grave in a white hearse. After making a detour of the section of the city surrounding the late home of the deceased, the procession moved with slow and measured tread down Canal to West street, and paraded solemnly before the Savannah Line pier, where Comrade Rigo was so foully murdered, with the casket carried aloft on the shoulders of the stalwart pall bearers, in silent protest against the atrocious deed.

It is a significant fact, and well worthy of note, that during this silent demonstration the Savannah Line dock was entirely deserted. All its customary officials, employes and loungers had concealed themselves in evident shame and consciousness of guilt; and in spite of the beautiful weather and warm sunshine, every window in the big dock building was tightly closed.

From the Savannah dock, at pier 35, the procession marched northward along the waterfront of the North River to Pier 79, at Twenty-third street and Eleventh avenue, thence eastward through Twenty-third street to Third avenue, where the parade disbanded, and the funeral cortege proceeded unattended to Calvary Cemetery, where Comrade Rigo's remains were interred, with appropriate religious rites and fraternal honors.

The Marine Firemen, Oilers and Watertenders' Union, of which Comrade Rigo was a member, occupied the post of honor in the vanguard of the marching procession.

In addition to the Union banner, the Firemen carried two significant transparencies. One of these bore the following terse, but sorrowful text: "José Rigo served the shipowners loyally through the submarine campaign. His reward: Shot down by a shipowner's hired gunman!"

The other sign bore this apt and truthful legend: "The shipowners cannot break the spirit of the Marine workers; they must hire paid gunmen to do that!"

The procession included all branches of the unlicensed seamen, and a considerable following of licensed engineers attended as well. All made an impressive and magnificent showing, and the procession as a whole, a solemn and instructive spectacle.

The onlooking populace could easily divine what the shipowners arrogantly affect to disregard, that the organized seamen of America derive inspiration, not fear from the supreme sacrifice of a brother member.

Press is Silent

One very significant feature in the aftermath of the Seamen's great funeral parade was the almost unanimous silence of the public press of New York in regard to it.

Even the grandiloquent Hearst papers, which vociferously claim to champion the cause of the workers so valiantly and fearlessly, were mute and dumb spectators of the whole sorrowful proceeding. Not one syllable in reference to the funeral did they print.

Who muzzles the press?

For more than two hours, on a peaceful Sabbath in early summer, the shrouded form of José Rigo's mortal remains were borne reverently through the public thoroughfares of New York, poised aloft on the shoulders of his late comrades, followed by a legion of stalwart seamen marching in reverent tread and uncovered heads, in the blazing sunshine, to the mournful dirges of a military band clad in the olive drab uniform of the United States Army.

Yet this unusual, this solemnly moving and unique spectacle, in so far as seamen are concerned, attracts no attention, nor draws a single word of publicity, or even news comment from a hopelessly sordid, thickly besmeared and helplessly subservient "public" press.

Among other presumptuous ambitions charged against industrial unionism by the opulent and authoritative head of the steel corporation, in his recent denunciation of labor organizations, was a general desire to "control the public press."

When the public press has become so completely dominated by avarice, that its columns and comments are entirely devoted to corporate advertising and the nauseating details of society scandals, to the utter exclusion of public events of the greatest possible moment in the march of human progress, is it not time that all workers, and the seamen in particular, should both own and control, as well as publish, unmuzzled and unfettered public newspapers that not only will dare tell the truth, but dare not suppress the truth to propagate a lie?

J. H. W.

PRESS MISSTATEMENTS

Port Arthur, Texas, May 31, 1921.

Editor Seamen's Journal:

I am sending you a clipping from a scab paper, the Beaumont Enterprise, that is printed under the auspices of the Associated Press. The article tells where one of our comrades was shot down by a hired gunman. The paper called him a non-union seaman, but all of his comrades know him by a different name. He is now in the county jail, charged with murder, and we all hope he dies from sudden strangulation and are going to prosecute to that end.

This same capitalist-owned paper printed the account of our comrade's funeral, giving a biased and untrue account of it. This paper stated that there were about four hundred comrades present; instead of this there were between seven and eight hundred present at the procession. This paper also stated that there were about forty automobiles in this procession, but the true count gave between sixty-five and seventy. So you can see that the capitalists try to keep the general public misinformed in every way possible, for they see the handwriting on the wall. Union labor is going up and forward, instead of down and backward. There are men joining the ranks every day that had never given it a thought before. If you will print this you may do so, and sign my name to it, as I am a free-born American and believe in free press

and speech, and I think I have this right if any one has.

CHAS. G. COCKERHAM.
Marine Firemen's Union, Atlantic and Gulf, Port Arthur, Texas.

The following clippings show just what the press is doing regarding information pertaining to the lockout of seamen on the Atlantic and Gulf coasts:

Dead Sailor Honored

Probably the largest funeral, from the standpoint of automobiles and attendance, in the history of the city was that of Axtel Herman Ohman, the seaman who was fatally shot on Procter street Saturday night, held this afternoon. It was estimated that there were forty cars in the procession and several hundred of the striking seamen paid a last tribute to their dead comrade at the cemetery.

The body was taken to the headquarters of the Seamen's Union in Procter Street from the Grammier undertaking parlors and at 3 o'clock the services were conducted by Rev. J. A. Frampton of the Seamen's Institute. The casket was carried, with a black draped United States flag and color guard in uniform, to the corner of Procter Street and Waco Avenue, where it was placed in the hearse and three hundred marchers followed it to Stillwell Boulevard, where there were waiting autos donated by public car service companies and others. Room was made for all for the trip to the cemetery, although some of the cars were occupied by more than a half dozen men. There were several magnificent floral pieces as the result of a subscription list passed by the seamen this morning and from private donations.

Shipping News Restricted

Port Arthur, Texas, May 30.—Shipping News has not been put on exactly a wartime basis in Port Arthur, but a tightening up has been announced in shipping circles owing to the strike of the seamen, and information concerning outbound movement is being denied the public for the time being. The Sabine Pilots' office is keeping any information of the kind off their public bulletin board and agents are showing a hesitancy in discussing departures outside official circles.

RENEWED AGREEMENTS

The following steamship companies have realized the ignoble attitude of the American Steamship Owners' Association in seeking by a war of attrition to force merchant seamen back to serfdom and have decided to resume business on honorable terms by signing up with the organized seamen on the Atlantic and Gulf coasts, with conditions of the previous agreements prevailing.

It is gratifying to note that nearly all these companies are seceders from the Steamship Owners' Association, impelled by considerations of justice no less than self-interest to accede to the reasonable demands of the organized seamen:

Boston—Eastern Steamship Company, United States Transportation Line.

New York—Universal Steamship Company, Polish American Line, Mills Towboat Company.

Norfolk, Va.—International Towing Company.

New Orleans—Mexican Fruit Company Gulf Navigation Company.

Mobile—Coastwise Steamship Company

Foreign Agreements

No doubt the publication of the above list of progressive shipowners will prove very gratifying indeed to the locked-out seamen, but equally encouraging, and even more remarkable, is the appended list of nineteen Scandinavian ships all signed up under the following contract through the active and energetic efforts of Comrades E. V. Rosen and Robert Sorensen, agent and delegate, respectively, of the Brooklyn branch, Marine Cooks and Stewards' Association:

"It is hereby mutually and conjointly agreed between the Marine Cooks and Stewards' Association, The Eastern and Gulf Sailors' Association and the Marine Firemen, Oilers and Watertenders' Union of the Atlantic and Gulf, acting as a union, and the master or agent of the S. S. ....., acting for the foreign firm or corporation represented herein, that:

"Members of the above-named union or associations shall be employed exclusively in all departments on the above-named ship when and wherever obtainable.

"It is further agreed that non-members may be assigned to vacancies for one passage only; provided, such assignments are acceptable to a majority of those already in service. It is furthermore agreed and understood by the signatories hereto that:

"The rates of wages, working rules and living conditions heretofore established by the union or association hereinbefore named shall govern at all times while trading to or from ports on the Atlantic and Gulf coasts of the United States.

"Provided, that this agreement shall terminate not later than May 1, 1922."

Here is a bona fide agreement with nineteen Scandinavian ships.

Who were those calamity howlers bawling about "low-pay foreign competition" just now? Won't some one please page Mr. Gary of the steel trust! J. H. W.

List of Scandinavian ships that have signed up with the unions for another year: "Brighton," "Nickolas Cuneo," "Joseph Cuneo," "Granfos," "Lysefjord," "Smaragd," "Runa," "Queenstad," "Belridge," "Borgestad," "Tune," "Fort Moegan," "Eiger," "Tungus," "Torgerd," "Uffe," "Bratsberg," "Trafalgar," and "Epholm."

OFFICIAL

We are pleased to announce in this week's issue of THE SEAMEN'S JOURNAL the opening of a new meeting hall by the Brooklyn branch of the Marine Cooks and Stewards' Association at 102 First Place, Brooklyn.

The growth of this interesting branch since its affiliation with the I. S. U. of A. in August, 1919, has been most gratifying. One year ago we had the pleasure of publishing an editorial announcement of the establishment of the branch in the new cooperative clubhouse, purchased by the members, at 260 President Street.

Upon taking possession of their new quarters a large room in the commodious building was set aside for a meeting hall and another for an office.

The increased business and membership recorded during the past year, however, has so overcrowded the premises, spacious as they are, and overtaxed the social capacity of the club, so that a move at this time has become imperative.

The branch removed into its handsomely appointed and commodious new quarters on May 24 and are now settled down to business on a larger and more comprehensive scale.

We desire to add for the benefit of old members and new friends visiting Brooklyn that the club is still on the job and doing a flourishing business at the old stand, 260 President Street, where comrades will always find a hearty and fraternal welcome when ashore.

The new meeting place is near by, only two blocks farther up Court Street, in one of those wide and beautifully kept spaces which the old city of Brooklyn, in the days before the greater charter, jealously reserved as "Places," instead of common streets.

Here's greater success and renewed prosperity to the Brooklyn branch of the ancient and honorable order of marine pot wrestlers. J. H. W.

Address of new hall, 102 First Place, Brooklyn, N. Y.

DOES RIVER FLOW UPHILL?

"Does Mississippi River flow uphill?" is frequently the subject of school debates, and such debates usually arise from inaccurate or indefinite uses of the terms "uphill" and "downhill."

In answer to a correspondent who recently made this inquiry, the United States Geological Survey sent the following reply: Some people describe "down" or "at a lower elevation," when referring to two localities, as the one nearer the center of the earth, and consider the "upper" of the two as the one farther from the center. If only a small area is considered this is practically true, but in referring to widely separated localities, such as the source and the mouth of the Mississippi River, such a definition would lead to an absurdity and must, therefore, be incorrect.

The surface of water at rest is a level surface, as that phrase is usually understood. Any particle of matter above such a surface will be at a higher elevation, and if acted on by natural forces alone will tend to go down toward the water. Mean sea level is the surface generally accepted as the datum or reference plane for all topographic elevations.

The source of Mississippi River is about fifteen hundred feet above mean sea level. Therefore, the unrestrained water at the source of the river, under the action of natural forces, tends to go down to sea level at the river's mouth.

As the equatorial radius of the earth is about thirteen miles greater than the polar radius, and as the intermediate radii differ in length between these limits, and as the source of the Mississippi is nearly nineteen degrees of latitude farther north than its mouth, it follows that the mouth of the river is about four miles farther from the center of the earth than its source. The combined effect of gravity and centrifugal force makes the water of the river run downhill, although actually the water moves away from the center of the earth in doing so.

ANCIENTS USED ALLOY

The general belief that the ancients were able to harden or temper copper to a greater extent than is now possible is a myth, in the opinion of the United States Geological Survey, Department of the Interior. It is well known to metallurgists that processes of rolling will harden copper to some extent and that it can also be hardened by the addition of other metals. Specimens of ancient so-called "tempered" copper that have been examined have invariably proved to be no harder than copper that is manufactured today, or to be simply an alloy of copper and some other metal.

WASHINGTON LETTER

(By Laurence Todd)

Shipowners Aggressive

Developments in the maritime lockout seem to prove that the Marine Engineers are not to be permitted to save their organization, even temporarily, by drawing out and leaving the International Seamen's Union to carry on the battle with the shipowners and the Shipping Board.

An official statement from H. H. Raymond, president of the American Shipowners' Association, announces that he has been instructed to "inform the Secretary of Labor and Secretary of Commerce that in view of the present depression of conditions in the steamship trades and of the uncertainties of the future it regrets it is unable to alter its previous decision" of May 23. That decision was, in effect, that there would be no agreement with any union, and no taking back of strikers under any conditions, to replace strikebreakers.

At a meeting of the executive committees of the shipowners of the Atlantic, the Gulf and the Pacific, in New York last Monday, it was unanimously voted, that the shipowners would stand pat on the wage reductions and the inferior conditions announced as effective May 1. Among the statements in the preamble to this resolution were:

"Whereas, the suggested compulsory reinstatement of engineers who went on strike is contrary to the already declared policy of the Shipping Board and of the Shipowners' Associations, and would involve a breach of faith with the loyal employes who rallied to the flag during this emergency, and were assured that their employers would protect and prefer them in future employment; and , , ,

"Whereas, in view of the persistent refusal of the union leaders even to consider a moderate wage reduction of 15 per cent, when reductions even greater than this have been promptly and manfully accepted in other trades and industries, and in view, moreover, of the many attacks of violence that have been made upon men simply exercising their legal rights to seek employment, and of the intimidations practiced against them, and of the destruction of Government and private property that have characterized this present strike, the Shipowners' Associations have unitedly announced that they will not enter into any agreements wtih the engineers' and seamen's organizations as now constituted and controlled; and

"Whereas, such an agreement as has been suggested would place American-flag ships at a hopeless disadvantage in competition with the ships of our competitiors, while no real benefit could accrue to the engineers themselves by an agreement to terms on which ships could not be operated; , , , "

The shipowners concluded that the Secretary of Labor should not continue to give encouragement to the union leaders "in endeavoring to end a strike which, as the Department knows, is rapidly failing."

This announcement by the shipowners put an end, for the time at least, to the proposal signed by five members of the executive council of the Marine Engineers' national organization, and tentatively accepted by the Shipping Board, calling for the 15 per cent cut in wages with various other concessions, but including a union agreement for one year. Two of the seven members of the executive council—Healy of New York and Pegg of the Pacific Coast district—refused to agree to any such terms, believing that the strike could be won for the Seamen and the Marine Engineers alike. At the same time, some of the local unions notified National President Brown that they might secede rather than accept a lower standard of living. But since the shipowners have undertaken to replace all union men with strikebreakers, permanently, the ranks of the Marine Engineers will again be solidified, and their co-operation with the Seamen assured.

At Their Service

What the Shipping Board and the Secretary of Labor and Secretary of Commerce will do, in the face of this reproof from the arrogant shipowners, is yet to be disclosed. Thus far Chairman Benson of the Board has been at the service of the shipowners in their every move to break the unions. He is advertising throughout the country for strikebreakers, and is insisting on the abandonment of the safeguards of the unions in the Merchant Marine. Yet he did agree to the compromise offered by the majority of the executive council of the Marine Engineers, and the chances are that as the staggering cost of the fight piles up he will become more and more ready to consider terms with the Seamen also. A word from President Harding would send him to his desk, even now, to sign an ultimatum to the shipowners that would settle the controversy at once.

Secretary of Commerce Hoover reappears in the case, in the statement issued by the shipowners. He has power to tie up all of their fleets at any time, by the mere issuance of orders for the strict enforcement of the Seamen's Act with reference to skilled crews, the language test, lifeboat safeguards, etc. If Hoover should, from any motive, decide to intervene to settle the strike on a basis which the men can accept, he will have no difficulty in carrying out that decision.

Miners Case Probed

Senator Kenyon of Iowa, chairman of the Senate Committee on Education and Labor, will be in direct charge of the investigation of the West Virginia coal strike war which his committee has asked the Senate to order begun at once. The Senate is ready to concur, and the inquiry is scheduled to begin at Williamson about June 10. It will be as brief as is consistent with the desire of the committee members to get at the facts in the Mingo and McDowell and Logan county situations. Both of the West Virginia Senators have, after long opposition, agreed to approve the making of the investigation of the causes for the armed revolt of the mountaineer coal miners and the presence of a hired army of gunmen in the non-union or strike-bound coal camps.

Senator Johnson of California introduced the resolution calling for this senatorial investigation in Mingo county, but he did so at the urgent and repeated request of the United Mine Workers, of District 17. They sent delegations here to explain the situation fully to him, and to convince him that the people of West Virginia are really concerned over the bloodshed, the industrial slavery and the civic shame which have been the by-products of coal operator ownership of the Government of the State.

Press Censorship Eased

Perhaps the most significant of the events of the week in the capital, from the standpoint of the labor press, was the announcement by Postmaster General Hays that the Burleson censorship of the press—which for more than three years has been exercised only against the pro-labor press—was illegal and was to be promptly abandoned. Hays made good on this announcement by granting a second-class mailing permit to The Liberator magazine, and by promising to restore the New York Call and the Milwaukee Leader and other papers of wide circulation to the second-class mailing rate within a few days. This means the financial salvation of many of the daily and weekly organs of the labor movement which have been under the ban of the Department since 1917.

How far the existence of the censorship in the Post Office has cowed the labor press by its continual threats of financial ruin for struggling local journals of labor, can only be estimated. The value of this threat to the plans of the organized employers during the past two years, when they were developing their plans and their publicity drive for the breaking of the spirit of the labor movement, is only too evident. The editor of a small labor paper who ventured to speak too plainly in dealing with the profiteers and their political stoolpigeons was haunted day and night by the thought that the Department might swoop down upon him and put his paper out of business, thereby stifling one more of the small voices of the wage-workers when the need for these voices and warnings to the rank and file was most urgent.

Not all of the censored papers will get back their mailing privilege at once. The more radical the paper, the slower will be the process of restoration of its rights. But at least the great bulk of the penalized journals will be once again free to speak aloud. That is a big gain for labor at a time when unrest pervades every industry and when plans of defense and attack are changed every hour.

Unimportant

It now seems likely that the boom of John L. Lewis of the United Mine Workers for the presidency of the A. F. of L. will collapse before the day of election of officers at Denver, next month. Railroad labor, observing that Lewis offers no written statement of his stand on fundamental issues affecting the railroad problem, is cooling toward him. It is "from Missouri" as to all candidates. Of course there is yet time for Lewis or some other aspirant to "show" these railroad labor delegates. Conferences will doubtless begin as soon as Denver is reached. The course of President Gompers in relation to Russia and public ownership of railroads, in the convention, will have some influence on events. But just now it appears probable that Johnston and Franklin, as candidates for the executive council, will be the chief concern of the railroad group.

The Machinists may refuse to vote on the presidency, as they are forbidden by their constitution to vote for a Civic Federation member.

BURDEN OF UNEMPLOYMENT

(By Paul S. Taylor)

The burden of unemployment in industry should be borne by the employers in that industry—not by labor. This fundamental principle is squarely recognized by a bill recently introduced in the Wisconsin Legislature by Senator Huber. The bill owes its inspiration largely to Professor John R. Commons of the University of Wisconsin, who is well known throughout the country for his work in the field of labor economics.

Under the bill, unemployment compensation at the rate of $1.50 per day after the fourth day is due from the last employer of the unemployed person, provided: that the person has been employed for twenty-six weeks; that he has made application for compensation by registering with one of the State employment offices; that he is capable and available for work, but unable to obtain employment at wages and under conditions as favorable as habitually obtained in his usual employment; that he has not lost employment through his own fault or because of a strike or lockout. An unemployed person does not lose his legal claim to compensation because he may decline to take a situation made vacant by a strike, or at wages and conditions less favorable than habitually obtained, or in another employment district in the State to which the last employer refuses to prepay the railroad fare.

The following persons are excepted from the operation of the bill: Persons employed by farmers or canneries; or who receive $500 annual income independent of personal exertion; or who have an annual income of $1500. The rate of unemployment compensation is subject to change by the Industrial Commission in accordance with changes in the general costs and standards of living. Employers must provide insurance for the compensation liability either through recognized insurance companies, or through employers' mutual insurance associations organized in accordance with State regulations. Employers are liable for compensation to an unemployed person for one week for each four weeks of service, and not more than thirteen weeks in any calendar year.

This bill, if enacted into law, will carry one step further the movement to place upon industry the responsibility for the losses and sufferings which are incurred in its service. It is only logical and right to place the burden upon the shoulders which can most easily bear it. If the industry cannot pay its human as well as material costs it has no right to exist.

[Editor's Note:—The Bill S. 122, referred to by the author, was recently defeated by the Legislature of Wisconsin.]

Ocean-going vessels entered the port of Montevideo during February, 1921, as follows: British, 60; American, 23; Italian, 16; French, 14; Dutch, 8; Spanish, 7; Norwegian, 5, Brazilian, 5; German, 4; Uruguayan, 3; all others, 6; total, 151.

During the first quarter of the present year the number of departures at the port of Hamburg totaled 1734 vessels, as compared with 985 for the corresponding period of the previous year.

HIGH AND LOW LANDS

The difference between the highest and lowest points of land in the United States is 14,777 feet, according to the United States Geological Survey, Department of the Interior. Mount Whitney, the highest point, is 14,501 feet above sea level, and in Death Valley there is a depression that lies 276 feet below sea level. These two points, which are both in California, are less than ninety miles apart. This difference in height is small, however, as compared with the difference in the height and depth of land in Asia. Mount Everest rises 29,002 feet above sea level, whereas the shores of the Dead Sea lie 1290 feet below sea level, a total difference in height of 30,292 feet. Mount Everest has never been climbed.

The greatest depth yet found in any ocean is 32,088 feet, the depth at a point about forty miles north of the Island of Mindanao, in the Philippine Islands. The bottom of the sea at this point is, therefore, more than 11½ miles below the summit of Mount Everest.

PHILIPPINES WIRELESS TELEGRAPHY

Recent improvements in the naval wireless telegraph station at Cavite now enable the transmission of radio messages from the Philippines to San Francisco without relay. A large increase in electrical power and the construction of telegraph lines between Cavite and Los Banos are responsible for this direct Pacific wireless service covering some seven thousand miles. Formerly, dispatches from the islands to points in the United States were copied at Honolulu and relayed to the mainland. This meant unnecessary delay in transmission. The improvements will treble the capacity of the naval radio service to and from the Philippines. The naval radio stations at Cavite and Los Banos are handling a daily total of approximately twelve thousand words. The service covers all of the Navy and Army business, some of the insular government's messages, the Associated Press dispatches, amounting to one thousand words a day, aside from other press matter, and a considerable volume of commercial business.

England and Denmark have signed an agreement relative to aerial navigation between the two countries. The accord is based on the international convention. In Denmark, airplanes and hydroplanes must descend at Christians Havn; in England, airplanes at the present airdromes, and hydroplanes at Felixstowe. The crossing over the Danish frontier may be made at any point; but for England, airplanes must enter between Folkestone and Dungeness, and hydroplanes must enter between Orfordness and the Naze.

In accordance with British press notices, considerable tonnage was chartered for conveying American coal to Great Britain, in order to relieve the shortage caused by the strike. This tonnage was chartered on the Baltic Exchange and, in accordance with the contract of charter, the ships were to be ready to load on or before May 10; 35s. per ton was agreed on as the freight rate.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION

H. ESKIN, Secretary

HOBOKEN, N. J.....316 River Street

EASTERN MARINE WORKERS' ASSOCIATION

NEW HAVEN, Conn.....13½ Collis Street

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TOLEDO, Ohio.....S. R. DYE, Agent
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Phone 890 P. J.

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Telephone Seneca 896

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MILWAUKEE, Wis.....162 Reed Street
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SOUTH CHICAGO, Ill.....3308 E. 92nd Street
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TOLEDO, O.....618 Front Street
NORTH TONAWANDA, N. Y.....122½ Main Street

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SEATTLE, Wash.....Room 203, Grand Trunk Dock
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PORTLAND, Ore.....68 Third Street
SAN PEDRO, Cal.....P. O. Box 54

ALASKA FISHERMEN'S UNION

Headquarters:

SAN FRANCISCO, Cal.....49 Clay Street
SEATTLE, Wash.....84 Seneca St., P. O. Box 42
ASTORIA, Ore.....P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC

Headquarters:

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PRINCE RUPERT (B. C.), Canada.....P. O. Box 1675
KETCHIKAN, Alaska.....P. O. Box 201

UNITED FISHERMEN OF THE PACIFIC

ASTORIA, Ore.....P. O. Box 138

FERRYBOATMEN'S UNION

C. W. DEAL, Secretary

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Phone Sutter 2205

STOCKTON, Cal.....Labor Temple

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA

1315 Deck Street, Bellingham, Washington

Labor News

Investigation of disturbances in Mingo county, West Virginia, is proposed in a resolution introduced in the Senate by Senator Johnson, Republican, of California.

The strike of five hundred employes of the Northern Paper Mills of Green Bay, Wis., was settled at a conference of mill officials and union officials last week.

Between seven thousand and ten thousand workmen will be reemployed in the Northwestern Pacific and Great Northern railroad shops at St. Paul, Minn. The men will be called back to work July 1.

The Employers' Association of Paterson, N. J., and vicinity has dropped its anti-union fight against building craftsmen and accepted last year's rates. These workers were locked out when they refused to accept the anti-union shop and wage reductions.

Charges that union men are being laid off by the Santa Fe Railroad system in an effort to replace them with non-union workers, were made recently in a telegram sent to Samuel Gompers, president of the American Federation of Labor, by W. E. Freeman, president of the Kansas Federation.

An estimated $400,000,000 will be slashed from the Nation's railway wage bill when an order cutting wages an average of 12 per cent, to be handed down by the United States Railroad Labor Board, becomes effective July 1. The order affects members of thirty-one labor organizations, employed on 104 railroads.

More than one hundred new wage disputes, submitted by railroads, have been filed with the Railroad Labor Board within the last five weeks. Every submission asks a reduction of wages in various classes of employes, from the train service and shop crafts divisions to common laborers. The disputes will be heard by the board beginning June 6.

The deadlock which has existed in the building trades industry at Cleveland, Ohio, since May 1, when approximately twenty thousand mechanics went on strike, was ended by an agreement recently. Building operations amounting to $40,000,000, employers and union officials agreed, will be in full swing within the next few days under the continuous union shop agreement of May 1, 1918.

The California - Hawaiian Sugar Company and the Hercules Powder Company, two of the largest industrial plants in Contra Costa county, have announced wage reductions affecting 1670 men. The 20 per cent reduction of the sugar company, whose plant is at Crockett, affects all the employes, fifteen hundred men. The reductions at the Hercules plant range from 12 to 18 per cent and affect 170 men.

Approximately 65,000 New York clothing workers are returning to work following a general strike in the industry, which started last December. Thirty thousand were expected back in the shops immediately as the result of an agreement reached between officials of the Amalgamated Clothing Workers of America and the Clothing Manufacturers' Association. A formal settlement, drawn up for signing today, provided for a 15 per cent increase of production weekly and for an impartial arbitration board.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Einar
Erikson, Lars
Ekengren, Olaf
Erikson, Nils
Eklung, Victor
Edvordsen, John
Elsted, John
Edvords, Louis

Forbes, Frank M.
Fugman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
Grau, Axel
Graudin, Ed.
Gulliksen, Amandus
Gangsrod, Karl
Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Halley, Wm.
Hagen, Harald
Healey, Geo. S.
Halvorsen, Karl
Hansen, Martin
Holmen, K.
Harper, Earl
Hoed, Hans
Heggum, Louis
Harms, F.
Hefling, Jack
Halmin, Wm.
Hahnqvist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
Jansen, R.
Johnson, Dick
Janson, John
Johnson, Elias
Jenson, James
Johanson, Matt
Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
Jorgensen, Fred
Johnsen, Ludvig
Johansen, Arthur H
Jacobson, M.
Johnson, Ed. -2294
Johanson, Olof K.
Johnson, G. A.
Jacobson, Torgils
Johanson, Henrik
Johnson, Alex
Jensen, Wilhard, E.
Johansen, Carl
Jones, A. H.
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Kristiansen, J. A.

Larsen, Sigurd
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Ovist, John
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Wilson, Walter
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Schrage, P. W.
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Torstinsen, A. J.
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Wold, Stadius
Ward, Wallace
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Wallin, A.
Walker, A. A.

SAN FRANCISCO
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Farrington, Joseph
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Douglas, W. Sid.
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Krause, Frank
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Miller, Fred Wm.
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Parker, Arthur L.
Rahman, Geo.
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Randle, C. W.
Robinson, G. H.
Rengsdarf, W.
Saro, W. R.
Smith, Emil
Smith, C. Johan
Tonsfeld, John
Velvada, Frank
Wakston A
Westerberg, Carl

Honolulu Letter List.

Crawford, Th.
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Ellwood, Ed J.
Fleming, Wm.
Jenly, O. B.
Jonsoff, A. J.
Lundgren, Karl
Hansen, N. M.
McGowan, John
Nicholson, C. T.
O'Brien, James
Osman, J. B.
Sandstrom, Anton
Scott, H. T.
Sorentino, Joe
Tveda, Nick
Xavers, Francis

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Anderson, H. M. -1495
Anderson, J.
Andersen, Jorgen
Andersson, Gust B.
Anderson, Chas. A.
Anderson, Harry B.
Aspe, T.
Anderson, Gunner
Andersen, J. N.
Aborn, J. M.
Anderson, O. G. B.
Alto, John -1349
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Belmont, Joe
Bersin, Jacob
Bordreaux, E. T.
Bodell, Joseph
Berge, Kristian
Boe, Ivor
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Berg, H. J.
Brast, K.

Cairns, George
Carlson, Peter
Christiansen
Carr, Robert R.
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Cameron, Mr.
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Dallman, H.
Devine, J.
Daunt, C.
Dunagan, R. E.
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Desmond, Albin
Dealy, Daniel
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Grigoleit, Ed.
Haierup, Axel J.
Hanlon, William
Harnick, Julius
Haggeros, Sam
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Hellman, Max
Hickey, John
Hagberg, Norman
Heiari, August
Horner, Ambrose
Henricksen, Ernest
Hoelland, Jonny
Heino, A.
Holbrook, Gaylord
Hurley, Michael
Hansen, Barney
Harton, Geo. A.

Iwersen, W.
Jentoureb, Solfred
Jorgensen, J.
Jacobsen, J.
Jorgensen, Knud
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Koff, Michael
Kopatz, Oscar
Kennedy, James O.
Kohler, Arthur
Knudsen, Andrew
Koski, Juho

Larsen, Olaf J.
Lehan, C.
Lee, James
Lindroos, Oskar
Larsson, Carl S.
Loeff, H. von der
Lill, Karl
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Lesher, Josef
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McMullen, Dan
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Runska, Henry
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Runge, Robert
Romani, Gaetano
Reidel, Gus
Rantala, Sam
Rogers, Robert G.
Rod, S.
Rosenthal, Walter

Sundholm, Frans
Schwalbe, P.
Stenros, Frank
Stoll, Rolph
Steinbrock, Mr. P.
Stuhr, Olaf
Sutert, Ole
Sandblom, Konrad
Schmidt, H. T. L.
Schaeffer, Geo. V.
Sandblom, H.
Saunders, Jack
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Swanson, Hugo G.
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Tvede, Nick
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Zitbury, Harold
Zilla, Joe

PACKAGES

Christ, Hennen
Campbell, J. R.
Johnson, N. A.
Langman, William
Schwalbe, F.
Offerdal, Ing
Costley, F. L.
Raegener, Gust
McVay, Frank
Norberg, Alfred
Portham, Matt
Hansen, Oscar -2171

INFORMATION WANTED

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va.
3-9-21

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$ 5	War Savings Stamps	$ 4.16
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$ 100	Treasury Savings Cetrificates	$ 83.20
$1000	Treasury Savings Certificates	$832.00

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120 Broadway, New York

INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Nepponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk" "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic," "Cold Spring vs. Lycoming," Benoni vs. West Hargrave," "West Harcuver vs. Ozaukee," "Western Glen vs. City of Forth Worth." S. B. Axtell, 9 State St., N. Y. 3-29-21

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen. Norway. 2-9-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

Domestic and Naval

The steamship "George Washington," which carried former President Wilson to France and back, was recently damaged by fire at New York.

Action seeking to have set aside section 27 of the Mercantile Marine Act of 1920, prohibiting the diversion of American cargoes to Canadian ports for shipment to Alaska, was instituted in the Federal Court at Juneau, Alaska, June 3, by Attorney General John Rustgard, on behalf of the Alaska Territorial Government and the Juneau Commercial Association.

According to advices received by the marine department of the Chamber of Commerce, the steamer "Oskaloosa," which left Mobile May 22 for Antwerp, has been reported as disabled about 125 miles southeast of Jacksonville. A radio appeal for help sent by her to ships in the vicinity stated that her main feed and circulating pumps were out of commission and that she was short of fresh water.

The President would be requested to negotiate treaties regulating salmon fishing in Pacific Coast waters off the United States, Alaska and the Dominion of Canada, under a resolution by Senator McNary, Republican, Oregon, reported favorably by the Senate Foreign Relations Committee. Senator McNary told the committee that many wasteful practices, including use of small nets destructive of small fish, were threatening the salmon fishing industry on the Pacific Coast.

The superdreadnaught "Tennessee," which recently completed all final tests, will leave the Atlantic soon to join the Pacific fleet. The "Tennessee" is an oil-burning, electrically-driven vessel, mounting twelve 14-inch guns in the main battery. It was also indicated that the new dreadnaughts "California" and "Maryland" will be assigned to the Pacific fleet when completed. The "California" will be commissioned this summer at San Francisco, and the "Maryland," which is under construction, will be commissioned in about a year.

Hawaiian interests are seeking to have the steamers "Geat Northern" and "Northern Pacific" placed in operation between San Francisco and Honolulu. The need for these vessels was pointed out in the agitation to secure them to relieve the present congestion of travel. Efforts were made recently by the Portland Chamber of Commerce, to have the vessels resume their operations between San Francisco and Portland. Both steamers are at present under the control of the Army transport department. The "Great Northern" is in port here and the "Northern Pacific" is on the East Coast.

Work of changing the Japanese steamer "Kiyo Maru" into an oil tanker has been completed. Word of her sailing from Balboa on May 20 has been received at San Francisco by the marine department of the Chamber of Commerce. The craft is bound for San Pedro to load a full shipment of oil for delivery to Yokohama. The craft, prior to the conversion, was operated by the Toyo Kisen Kaisha between Japanese ports, via San Francisco, to Valparaiso in the freight-carrying trade. The task of changing the vessel into a tanker was done in shipyards in the canal zone.

Domestic and Naval

The Mulford biological expedition sailed from New York June 1 for South America to explore the headwaters of the Amazon and seek Theodore Roosevelt's famous River of Doubt.

One of the latest U. S. dreadnaughts will be sent to participate in the celebration of Peruvian independence from July 24 to 31, it was indicated after Ambassador Pezet of Peru had called on Secretary Denby.

A general inquiry into the race riots at Tulsa, Okla., has been ordered by Attorney General Daugherty. The inquiry ordered is informal and will be made by the department agents in the field.

Restrictive legislation in the United States still goes merrily on and movies in Massachusetts will be under State censorship hereafter. Supervision will be exercised by the Department of Public Safety. Exhibition of any film not formally passed is prohibited.

First award in the Navy Department's competition for designs of aircraft to be used on board naval vessels goes to the Dayton-Wright Company, Dayton, Ohio. The winning design will be purchased for $16,000 and a contract let for the construction of experimental planes.

The U. S. Shipping Board has been relieved from at least one of many wearisome burdens. Darragh Delancey of Waterbury, Conn., director of the Industrial Relations Division of the board, tendered his resignation to Chairman Benson, to take effect about July 1. It was accepted.

Sugar production of the Hawaiian Islands is estimated to fall short 200,000 tons this season, due to refusal of Japanese employed on the plantations to work. The attitude of the Japanese workers has been construed as an act of sabotage by the planters, according to press reports, quoting the Matson Navigation Company as authority.

Honolulu advices state that the U. S. Shipping Board steamer "Creole State" has been delayed at that port several days. The steering gear, refrigerating apparatus and other machinery showed evidence of inefficient handling, according to machinists employed to repair the trouble. The "Creole State" is operated by the Pacific Mail Steamship Company.

Plans of the Navy Department to reorganize the American Navy so as to create a main fleet in the Pacific ocean will not be dropped because of the Alameda naval base defeat. Even with authorization for the Alameda base, which has been subjected to a bitter fight in the Senate, it would take several years before the proposed project could be completed, naval officers pointed out, and the consideration being given to putting a main fleet in the Pacific would involve more immediate action. Approximately half of the American naval forces are now in the Pacific, and it is admitted that to put many additional warcraft on that Coast probably would tax the existing [illegible]. It is planned to bring practically all the battleships together on the Pacific Coast, thus creating the main fleet and to organize a fleet, probably headed by battle cruisers, on the Atlantic Coast, but with the burden of the upkeep of the two fleets about equally divided so as not to overtax the Pacific bases.

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DECEMBER 31st, 1920

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Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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INFORMATION WANTED

James Kenney of Philadelphia, last seen in Pennarth, Wales, is inquired for by V. McMahon, 96 Plain street, Providence, R. I. 6-1-21

Anyone knowing the whereabouts of Olaf Erling Hendriksen, a native of Norway, age 33, last heard from on the Atlantic Coast, kindly communicate with his brother, Albert Hendriksen, Aalo Post Office, Christiansand, Norway. 6-1-21

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

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News from Abroad

The Bulgarian Government has been informed that Serbia has renounced its projected occupation of Bulgarian territory.

A radio dispatch from Moscow states that the port of Petrograd had been opened and that the first ship, a Lettish vessel, has sailed from that port.

The latest note from the United States to the Hague regarding the Netherlands' oil policy in the Dutch East Indies has evidently caused much concern in the Foreign Office. Further information regarding it, however, was refused.

The exchange value of the American dollar continues on the toboggan at Buenos Aires. The chief cause of the decline is a result of the announcement that American exporters intend liquidation of large stocks of unaccepted goods which have piled up in South American ports.

Guerrilla warfare between French and Turkish Nationalist troops has been renewed in Cilicia. Turks are preparing to recapture the city of Aintab from the French, while Nationalist leaders are being arrested by the French authorities.

The situation of the British forces in Mesopotamia is reported to be increasingly unstable. According to the latest reports, it was represented that the British were faced with the necessity either of withdrawing or of adding reserves to the forces already there.

Buenos Aires reports, under date of June 1, that a serious fire broke out on board the Munson Line's steamer "Martha Washington," which has been lying at that port under boycott by the Port Workers' Union for several weeks. The cause of the fire is not known.

Eleven former army officers, including Major General Joseph Hummel, have been placed on trial at Vienna before a special court on the charge of having committed treason in connection with the recent attempt of former Emperor Charles to regain the throne of Hungary.

The first submarine ever constructed in Spain was launched at Carthagena June 3. The vessel's displacement is 713 tons and her calculated speed submerged is nine miles an hour and surface speed sixteen miles. She is one of a group of six similar craft ordered for the Spanish navy.

Indications of an understanding between Great Britain and Germany along trade lines is reported from Berlin. Unofficial advices state that the largest and most powerful financial groups of Germany and Great Britain have concluded an agreement which provides for exploitation of Russia's resources. It is intimated that Lenine is in favor of a trade agreement which excludes the United States.

Fighting between Germans and Poles has been resumed in the vicinity of Schimischow, about five miles northwest of Gross-Strehlitz. The castle owned by Count Stahwitz has been burned. The British are gradually reinforcing their troops in the plebiscite zone, bringing in fresh soldiers and many tanks. The interallied commission for Silesia is reported to be considering the disposition of Allied troops here, so that clashes between the Poles and British may, if possible, be avoided.

With the Wits

Mabel—How do you keep the fires of your husband's affections burning?

Agnes—Oh, by hunting up an old flame occasionally.—Cartoons Magazine.

"Terribly rough," said the stranger on board the ocean liner.

"Well," said the farmer, "it would not be near so rough if the captain would only keep in the furrows."—The Virginia Reel.

Mother (to little son)—Can you tell me the name of that small, insignificant worm whose labors have helped to produce my new beautiful silk gown?

Sonny—Yes; papa.—London Cherio.

Matrimony No Fire Sale.—"So Maud broke her engagement with Jack because the doctor said he had a tobacco heart."

"Yes, and I don't blame her. Who wants a husband that's damaged by smoke?"—Boston Transcript.

Doctor—I'm afraid I will have to operate for appendicitis.

Little Beauty—Oh, doctor, will the scar show?

Doctor—Not unless you go into the movies?—Loew's Weekly.

"I haven't any sympathy for the man who beats his wife," said a passenger in the smoker of the 5:15.

"Well," said another, a timid, undersized fellow, "a man who can beat up his wife doesn't need any sympathy."—The American Legion Weekly.

A small boy, describing Noah's life in the ark, wrote: "Then one morning Noah went out fishing, but only for five minutes."

The teacher asked why he had put the time limitation.

"'Cos there were only two worms!" was the reply.—Pittsburg Chronicle-Telegraph.

First Lady—An' who were yer ancestors, Mrs. O'Reilly?

Second Lady—An' what are ancestors, Mrs. O'Brien?

First Lady—Sure, the people ye spring from, Mrs. O'Reilly.

Second Lady—Spring from, indade. The O'Reillys spring from nobody, Mrs. O'Brien; they spring at 'em.—London Tatler.

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FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

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A TALE OF TERRORISM

Victim Relates Facts of Frightful Experience on Board Hell Ship

At a period when the most ruthless drive is being waged against the welfare and living standards of American seamen, and while private shipowners are assisted by the United States Shipping Board in these attempts, "with all the resources at its command," there arrives from a foreign port a story of atrocious cruelty practiced aboard an American vessel that is startling in its frightfulness. The record of brutality has only been equaled by the inhuman acts of the bucko mates of old-time American hell ships. The story, as narrated by members of the crew, is such as could be expected from the imagination of a Dante or Poe, but their authenticity is substantiated by affidavits which have been furnished the United States Attorney by the U. S. Consul at Antofagasta, Chile.

Arne Mikol Arneson, who was one of the unfortunate victims, has furnished the Journal with a vivid history of the recent voyage of the American barkentine "Rolph," from Newcastle, Australia, to Mejillones, Chile. The statement, in his own words, follows:

Editor Seamen's Journal:

I will now give you my full and true story of the crimes, cruelties and hardships which have been practiced and imposed on the crew of the barkentine "Rolph," and the death of one of our number, caused by a tyrant mate named Hansen.

We signed on board the barkentine "Rolph" on February 27, at Newcastle, Australia, bound for Antofagasta, Chile. We departed next day, February 28. The trouble started as soon as the towboat had left, and we were sent aloft to loose the sails. As soon as we came down on the deck again it started.

The first one to get his first hammering was a young American boy about nineteen years old. Hansen went up to the lad and asked him if he knew that he was together with "Fighting Hansen," and then knocked him down on deck with his fist.

Next move was after a Russian named Kaptein, struck him with all his force in the back, and then on the rest of us. He knocked us all to right and left, some of us dropped down on deck and nobody seemed able to stop the brute. Hansen was yelling out, "I'll show you b——s you are on board the 'Rolph' now."

A while after we were called to the braces, when the drunken brute started again. This time he went after a young Swede named Norting, knocked him in the face and kicked him terribly all over the body, using the words as "Pull, you Swedish b——d; do you know who I am?" Then at the whole lot of us again kicking and beating us right and left. During all the time on board, the captain and both mates were under the influence of liquor, and remained so the biggest part of the trip.

One night when I was at the wheel Hansen came up from the cabin, staggering drunk, round the poop deck with a bayonet in his hand, and sung out for Henrichs to come to the wheel and learn how to steer. The skipper spotted the mate and asked him, "What in Christ's name you going to do with the bayonet?" "Oh," he replied, "I like to stick in some of their ribs; I like to hear them yell." Then at young Hendrik, prodding him in the ribs, with the sharp steel and yelling at him like a dog, "You see this, now you learn to steer or I'll stick it through you." After a while he went down the cabin again.

Another day, a couple of days later, when we were pumping, the mate was working round with the pumps, when he got hold of an empty beer can, sharp around the edges, and struck a Greek sailor over the mouth with it. The can cut his upper lip across from one side to the other of his nose, so you could see the teeth right through where the cut was. I think he will bear that mark forever.

Another day, at the braces, he hit me with his clenched fist right in the face so hard the blood was running all over my face, broke my nose, and chased me all round the deck. Then he told me to go and wash my face in the scuppers. After that he sent me to the wheel, came aft himself and told me he had good mind to put me under the grating and stand on top of me. The same thing was going on day after day. At last he was using a hemp rope tarred, with two knobs in, using it as a whip on our backs. Some days I got ten or fifteen lashes across my back, so we were blue, black and yellow. If you happened to do something wrong, he got wild, throw belaying pins, the shoes off his feet .in fact, anything he could lay his hands, right at you, generally finishing it up with a couple of kicks.

One day we were pulling ropes. He kicked the Greek right under his heart, down on the deck, roaring at him. You Dago S—O—B, and gave him several more. The man groaning with pain. Then the mate got hold of a board and beat the Greek over his head twice, so big bumps was on his head, the day after. The same thing with a German, struck him over the legs with a board, so one of the legs was swollen up and he was limping round the deck a long while after. I saw him knocking the same fellow over the head with a belaying pin so he staggered round the deck and after a while he dropped down senseless on the deck at the main-rigging, with Hansen after him still kicking him all over the body roaring at him filthy names. After a while the man came to, limping round the deck, with tears in his eyes.

Another morning on the 4 to 8 watch, he started in again with the Greek, knocked him down with his clenched fist, and then with the tarred rope after him, lashing him all over his face, so one of his eyes got closed, and swelled up terrible big and blue all around. Another time he went at an old Carpenter about 50-60 years of age, getting him by the throat and choking him roaring, "Get a move on you, you old Bolshevik bastard.

The cook was also roughly handled. Every morning he got a kicking for no reason; we could sit in the forecastle and hear him crying out for pain.

Another day when we were taking the headsails over he knocked down the second mate senseless on deck, then he got hold of a board and struck me across the back. I thought my back was broken. He threatened to kill us, one day I remember him saying "You should have been with me a trip to Cape Town, when I made two sailors jump over the side." The some thing occurred day in and day out the whole trip.

Now I'm going to write all of what I knew, when one sailor get lost. He was a young German. That happened in the morning about 6:30 A. M., both watches on deck, the captain himself at the wheel. We were shortening sails the flying jib and the outer jib were hauled down, royal and top-gallant sail was clewed up. One watch was sent up to make fast the square-sails, the other watch sent out to make fast the jibs. A big sea was running, with the ship taking a dive once in a while. Some of the boys were too frightened to go out, the Second Mate holleering and jumping and using all kinds of threatening words. Before the men got out on the jibbom the second mate hurled a belaying pin after them—the Greek reckoned it struck the man who got lost—at the same time the ship took a good dive, and when she came up most of the men were hanging on to the stays, with the exception of one who get lost. I was up on the gallant yard at the same time seeing all this, when somebody shouted "man overboard," and I saw the German swimming round in the water about 3 to 4 feet from the ship's side singing out for help. When he came to midships he was about 8 feet away. Then I saw the captain coming running down on the deck. He throwed about 2 to 3 lines at the man, but without effort. After that I saw him swimming round or drifting aft. I believe he was trying to make for the ship's rudder, but without effort. After that I saw him waving his hand over his head a couple of times. After my estimation, it must be about 8 minutes, I saw him again. The ship was making about 4 or 5 miles per hour. The last I saw of him was his back above the water. I believe he was trying to take his oilskins off.

When all that was finished Hansen came out on deck and was told that one man was gone. He only laughed and said "We can't help that" then he started with his rope yelling out "Come on you (imprintable name) one Dutchman is gone; I don't give a G. D. if another B—— goes."

Many a time he told me to jump over the side. You don't dare to, you hound, you got a yellow streak across your back. And about the Sailors' Union; he mentioned, "they tried hard to hang me once." You fellows can pray to Andrew Furuseth now."

"Next trip I'm going to take a Union Crew out of Frisco, believe me, I'm going to pay them."

At last we came to Mejillones. When the tugboat got hold of us, the mate using his rope freely in port. We got money on Saturday night and went ashore. We went up to the doctor and to the police station. The doctor reckoned he never saw such a lot of cripples and mutilated bodies in all his life. After that we went up to the American Consul and com-

plained about the treatment. He sent us up to the Salvation Army and kept us there for a week, while the longshoremen refused to unload the ship till some action was taken and Hansen was paid off. It was intended to send the mate and two of us, in the same ship S. S. "Delsosa" back to the States, but Hansen didn't show up. He got paid off with $1700 in cash at the consel. More could be said, just as bad, as been written down. And I make a motion that all this what I have been writing down will be read up in the first meeting and printed in the Seamen's Journal. If I ever was in a hell ship, I been in the "Rolph" with Mr. Hansen. It's the worst thing I ever went through in all my life. And if equality before law exists I hope Mr. Hansen and the rest of the officers on the "Rolph" will get the same treatment from the law, and just as heavy as a sailor, when he is tried for his wrongdoings.

These things ought to be stopped where is "Killman" Hellfire Pedersen what I've heard of before. Mr. Hansen has been tried before. Where are they at the present. Are they still on board ships again using their brutal tactics?

And, by heaven, I'll swear that everything is true, what is written down.

Respectfully yours,
ARNE M. ARNESEN.

HEAVY LOSS BY FLOODS

The recent heavy floods in Colorado, with loss of lives estimated at over two hundred, is the worst disaster that has befallen this country since the sinking of the steamship "Eastland" at Chicago in 1915, with a loss of 812 lives.

Within ten years, more than two thousand lives have been lost and millions of dollars' worth of property destroyed by floods of American rivers. The most memorable were:

Overflow the Mississippi in April, 1912, with a loss of five hundred lives and destruction of $3,000,000 worth of property in scores of towns and cities in Louisiana, Mississippi, Arkansas and Tennessee.

In March, 1913, the Ohio and its tributaries overflowed with serious effects on a large region, including Dayton, Hamilton, Zanesville, Columbus and Cincinnati. In Ohio, 452 lives were lost and property damage exceeded $20,000,000.

More than two hundred persons lost their lives in a flood which overran the valley of the San Luis Rey river in California in January, 1916.

The Rio Grande overflowed in July, 1916, and several hundred persons perished, mostly on the Mexican side. There were seventy-five deaths at El Paso.

The greatest American flood occurred when virtually all of Johnstown, Pa., was destroyed on May 31, 1889, by the breaking of the Conemaugh dam. The dead were estimated at about 2500.

Much of the damage to Galveston, Tex., in a hurricane of September, 1900, was done by water blown in from the Gulf of Mexico. More than three thousand persons died and property worth $25,000,000 was destroyed.

POOR CATCH RUINS EXPORTS

The value of the exports of canned fish from the Stavanger, Norway, consular district to the United States, during the first three months of 1921, fell from $481,023, which was the total value of the shipments for the corresponding period in 1920, to $115,467. The decrease is attributed to the poor catch of bristling in 1920, which is used by the canneries as raw material for their packs of the best grade of Norwegian sardines, and also to the poor demand in the United States for the cheaper grades, the market being well supplied.

A CAT THAT CAME BACK

About thirty years ago it was generally conceded that the regular deep-water sailor, who confined himself to service in limejuice ships, "had it on" any living creature when it came to sustaining life on a minimum of food and water—any ordinary prison allowance was comparatively a round of feasting. However, when it comes to doing the thing right, an ordinary, common, fence-walking, every night Thomas cat seems to have put the fasting records of the old-time limejuicers to shame.

The following, which recently appeared in the San Francisco press, is of interest as a record of long-distance abstemious ability:

"'Tom Cadillac,' feline resident of Detroit, Mich., arrived in San Francisco on the Oceanic liner 'Sonoma,' after spending eight of his nine lives in a trip from New York to Sydney, Australia, and back.

"Tom will be used as the model for a bronze entitled 'The Cat That Came Back.'

"He died numerous deaths before he was discovered, made a hero, and returned to his native land.

"Tom was only an ordinary mouse-catcher in the Cadillac automobile factory until he inadvertently started on an eventful journey. He had no intention of traveling half way around the world and back or he would have provided himself with a meal ticket and perhaps a thermos bottle.

"As it was, he found himself accidentally nailed up in an automobile crate with elegant sleeping quarters and famine.

"Tom is believed to be a real automobile expert. When he was discovered as the crate was unloaded at Sydney he had devoured the instruction book, polished every part of the machine that carried any oil, overhauled the differential as far as taking out the grease, and stretched himself out on the engine to die from thirst.

"The Australian authorities found something against him in the immigration laws and ordered him deported. Representatives of the automobile company took care of him and insured his life for the return journey, believing that he had but one left.

"The trip to Australia consumed approximately seven weeks, and Tom arrived in Sydney on February 22."

He was brought back to the United States in fashion "De luxe" by the wife of the Australian agent for the Cadillac concern.

Only an old-time limejuice deep-water sailor can appreciate the sufferings of Thomas, but it is a safe bet that unlike the habits of the sailor there will be no more shipping off shore for the four-footed ocean traveler.

Four merchant vessels recently purchased by the Mexican Government in Canada are on their way to the Pacific Coast of Mexico. Two of the vessels are to be used in the freight and passenger service between Manzanillo, Islas Maria and Mazatlan; the other two are to have their headquarters at Guaymas, whence they will serve ports in the Gulf of California and the Pacific Littoral of Lower California, including Ensenada.

LIVING COSTS UNSTEADY

The United States Department of Labor, through the Bureau of Labor Statistics, has given out the changes in retail prices of food in nine principal cities of the United States. The Department publishes monthly changes in the prices of forty-three articles of food in fifty-one cities, but complete returns will not be available until the 15th of the month. The data for nine cities, Bridgeport, Newark, New Haven, New York, Norfolk, Philadelphia, Providence, St. Paul, and Washington, are complete and present the following results (figures showing changes in the prices of food in other cities will be published from time to time as the data are available):

During the month from April 15 to May 15, 1921, the retail cost of food in Bridgeport decreased 3 per cent; in Newark, 6 per cent; in New Haven, 5 per cent; in New York, 4 per cent; in Norfolk, 4 per cent; in Philadelphia, 5 per cent; in Providence, 3 per cent; in St. Paul, 8 per cent; and in Washington, 5 per cent.

For the year period, May 15, 1920, to May 15, 1921, the retail cost of food decreased 29 per cent in Bridgeport; 30 per cent in Newark; 31 per cent in New Haven; 29 per cent in New York; 30 per cent in Norfolk; 32 per cent in Philadelphia; 30 per cent in Providence; 37 per cent in St. Paul; and 29 per cent in Washington.

For the eight-year period, May 15, 1913, to May 15, 1921, the retail cost of food shows an increase of 39 per cent in Newark; 43 per cent in New Haven; 49 per cent in New York; 51 per cent in Providence; 44 per cent in Philadelphia; and 53 per cent in Washington.

GERMAN-SYRIAN TRADE REVIEWS

Regardless of obstacles in the way of the resumption of German trade in Syria, German manufactured products are now available in this market. The Deutsche Levant Line has re-established its freight service between Hamburg and Jaffa and Haifa, but its ships are not permitted to touch at Beirut or any port on the Syrian coast under French mandate.

German exporters are making quick deliveries, and on account of their comparatively low prices, because of the low depreciation of the exchange on the mark, their goods are finding an open market in Syria and are again effectively competing with American and European manufactures. Catalogues received from German houses are printed in German, English, French and Italian.

The Germans are short of copper, and at present products necessitating the use of copper in their manufacture are not supplied by German houses.

The output of coal since the beginning of the British miners' strike has been negligible. Miners themselves have appropriated certain coal outcrops for their own needs, and in some cases marketed same. A few shallow mines are being operated on a co-operative basis, but the output is not sufficient to be a market factor.

A recent report from Shanghai states that 320 American vessels arrived in that port during 1920, compared with seventy-three for 1917 and forty-one for 1914.

Weekly News Letter

Contributed by the American Federation of Labor

An Awakening Coming

In a recent address to business men in Charleston, W. Va., Governor Morgan said: "Thank God, the awakening is coming in Mingo county."

To this statement the West Virginia Federationist replies:

"Yes, it is coming, but through no effort of yours, the coal masters or any of the State officials.

"The awakening will arrive when the Federal investigation committee makes public their findings and expose the vicious system of the industrial overlords who have ruled with brute force and crushed a liberty-loving people under the iron heel of greed by the usurpation of the Constitution and the enforcement of a law of the gun and club in the hands of their thug army, aided and abetted by the public officials whom they own and control.

"Governor Morgan was absolutely right when he stated that 'the people of West Virginia don't understand the situation as it exists today.' If they did there would be a mighty roar throughout the entire State demanding that he perform his sworn duty to uphold law and order by removing the private army of coal company thugs from Mingo, Logan and McDowell counties and restore constitutional rights to the citizenship thereof.

"If he wanted to acquaint the people with conditions he could have quoted an editorial from the Charleston Mail in openly advocating mob law, which said: 'What is needed to settle that trouble on Tug river is a few tugs by the sheriff's assistants at a stout rope.'

"In other words, the Mail advocates that the thugs and bums recruited by agents of the coal masters to break the miners' strike should string up the citizens of Mingo county who are struggling for their American rights and more bread and butter for their families."

Employers Cause Waste

Responsibility for more than 50 per cent of the waste in industry can be placed at the door of employers and less than 25 per cent is due to labor, according to a report by the American Engineering Council's committee on elimination of waste in industry.

The committee consists of sixteen engineers and scientists who were appointed by Herbert Hoover when he was head of the council. The report comprises 125,000 words and has been handled most gingerly by those "holier-than-thou" influences that insist capitalists are 100 per cent production perfect, while labor is responsible for mankind's social and economic ills.

As examples of waste in various industries, the report declares the building industry is only about 60 per cent efficient, the shoe industry about 65 per cent, the metal trades 70 to 75 per cent and the clothing industry 60 per cent.

In the building trades alone waste of time and energy, and money through duplications, estimates and bids, total millions of dollars annually.

Reference is made to the untold losses through preventable diseases and the cost to the Nation because workers are changing from job to job because of unsatisfactory conditions. This high labor turnover, the report said, is a rough index of one of the commonest wastes.

The committee shattered another hobby of "public opinion molders" by the statement that the annual losses through strikes is much less than popularly supposed.

Teachers and Politics

If there is a "professional dignity" associated with teaching, why are not teachers accorded the same treatment accorded other professions, ask officers of the American Federation of Teachers in the official bulletin of that organization.

"A year or so ago," these trade unionists say, "several well-known opponents of the American Federation of Teachers, who had won for themselves the title of 'great educators,' had much to say about the professional dignity of teachers and tried to compare them with doctors and lawyers. The comparison is, of course, a dismal failure from every angle. Would that such a comparison could be made. Who ever heard of teachers serving on boards of education, in municipal offices, state legislatures or Congress, while still engaged in their vocation? The majority of all officeholders in the United States are lawyers. The medical profession is well represented. To these are accorded all the rights of citizenship. Who ever heard of lawyers being disbarred, or doctors losing their licenses because of the participation in political activities? Any attempt to place teachers in the same category is not only sickening humor, but is obviously insincere."

Crewless War Machines

A warship without crew and steered by radio is possible, according to Rear Admiral Robert S. Griffin of the Navy Department.

The discovery will be used in the coming tests between battleships and airplane, when the Iowa will be guided by radio from the battleship Ohio. The apparatus aboard the latter will be of sufficient strength to direct the Iowa from a distance of 500 miles.

The invention consists of a valve of secret construction which is attached to three parts of the machinery—the full engine, water engine and the steering gear. Thus the vessel is not only guided, but is fueled and watered by radio. Navy experts predict that the invention will be applied to gigantic torpedoes, which can be launched at a foe, no matter how distant.

Aliens Who May Come

Under the new immigration law, which limits immigration to 3 per cent of the nationals in this country in 1910, 77,206 immigrants will be allowed to enter from the United Kingdom; from Norway, 12,116; Sweden, 19,956; Denmark, 5644; The Netherlands, 8602; Belgium, 1557; Luxemburg, 92; France, 5692; Switzerland,

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot, Office, Maryborough, Queensland.

Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Longgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de Sâo Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregaods em Camara, Rue dos Benedictinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

Domestic and Naval

Appropriations of $110,000,000 for the Shipping Board deficiency appropriation bill were cut to $61,000,000 by the Senate and House conferees, the latter refusing to agree to the Senate increase of $50,000,000.

American forces will begin to withdraw from Santo Domingo in the near future. An official announcement fixing the date of this exodus is expected from the State Department within a short time.

Equipment has been assembled ready for shipment to Hawaii for the establishment of a railway battalion, including eight mortars of 12-inch caliber, to be used on all lines of the Oahu Railway. Spur tracks will be built where the railway does not reach, thus enabling the Army to rush heavy artillery to any strategic point of the island.

Employment by the Shipping Board of former agents at overseas ports was criticized in the Senate by Senator Jones of the Commerce Committee and Senators Kenyon, Republican, Iowa, and Reed, Democrat, Missouri. Of 300 employes in European ports, at least 75 per cent are British subjects, Senator Kenyon declared. A former employe who made a report of the situation, was dismissed. Senator Reed suggested that the employment of British agents by the board in foreign ports was "a reaction of the pro-British propaganda."

Fifty destroyers and three divisions of seaplanes will accompany the battleships "New Mexico," "Idaho," "Mississippi" and "New York" on the cruise from San Diego to San Francisco, Monterey and Santa Barbara, starting from San Pedro June 21. With the destroyers will go the destroyer flagship "Charleston" and the tender "Buffalo." The fleet will remain at San Francisco the week of July 4. Twelve seaplanes will escort the war craft through. Destroyer divisions attached to the Asiatic fleet and cruising in Far Eastern waters will be relieved every six months and sent to join the destroyer force at San Diego. The Fourteenth Division, comprising the "Rathburne," "Talbot," "Waters," "Dent," "Dorsey" and "Roper," will sail from San Francisco July 5 for Manila on arrival.

At San Diego, officials of the Benson Lumber Company say plans for towing three huge log rafts from the Columbia River to San Diego this summer have been held up because of failure to complete arrangements for a towing tug. Log chains with which to bind the third raft were shipped from San Diego May 14 on the McCormick steam schooner "Wahkeena." The vessel got as far as San Francisco and was then tied up by the marine strike. The chains are still aboard and unless they reach Astoria before July 1 the Benson company announces that the season will be too far advanced to attempt to handle the third raft before the summer of 1922, even if towing arrangements on the other two are successfully completed. Once the strike is ended local lumbermen say millions of feet of lumber, piling, timbers and railroad ties will begin coming to San Pedro and San Diego. The Santa Fe Railway has contracted for three million feet of ties which are to be brought there for storage by some of the steam schooner fleet begins operating again.

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If you are an American or want to be one, or if you don't know, get Axtell's book and find out what America stands for today. What are you doing to see that equal opportunity to each Citizen of the United States in this great land, is preserved? The Seaman's Act, the Emancipation Act of seamen, a bloodless victory for the organization of workers, freeing more men than the Civil War of 1865 and without bloodshed, is fully explained in this book. Postpaid retail price, $1.00.

Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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Kelly, Norman
Kelly, Albert J.
Kennedy, B. L.
Kelly, D. J.
Keeney, F. W.
Klaver, R.
Kraus, Jack
Kristiansen, Wm. A.
Laborne, Roy
Larsen, Alexander
Langerud, Henrey
Lange, Max
Laine, A. A.
Larsen, Hans
Larsen, Christ
Leisig, John
Lewis, H. S.
Lovell, G.
Lundgren, Gust
Malkoff, Peter
McCroskey, Ray A.
McHay, E. G.
McGregor, Thos.
McLean, M. R.
Meyer, W.
Meider, Albert
Miller, Winford
Mikkelsen, Harry
Moller, Adolph
Nelsen, Christ
Nelson, John
Nelson, C.
Neuling, Albert
Neumann, William
Nelson, Peter
Norgard, H.
Norberg, John E.
Norman, A.
Odergaard, Alfred
Okasski, Wellington
Olin, Magnus
Olsen, Michael
Olson, T.
Olsen, John
Osterlund, A. J.
Peppert, Fred
Petersen, C. A. 2025
Petersen, Wm.
Petterson, Charley
Petersen, Knut
Petre, Frank L.
Pohl, W.
Prestoff, S.
Preston, E.
Rader, A. R.
Redondo, Manuel
Revey, John T.
Roberts, F. E.
Robertson, E. J.
Rosenau, J.
Saine, Arthur A.
Scartland, Gunnar
Scott, James
Seppa, Sulo
Seppel, Peter
Shalin, Nils
Sibley, M.
Skogmo, Paul
Sinclair, P.
Sipila, H.
Sjogren, Abel
Skaar, O. M.
Skubber, H.
Slade, I. S.
Smith, Carl J.
Spatig, Harvey L.
Spencer, Tom
Sterchie, Jack
Stepsis, Joseph
Stetson, Henrey
Svansson, Ernest
Swanson, E. O.
Taylor, Bert
Tayler, J. G.
Thompson, Guy
Tolman, W. E.
Tingstrom, A. R.
Toomey, Paul
Tunkanen, John J.
Veenbrink, H.
Wallace, Chess C.
Wallace, E. J.
Scartland, Gunnar
Wick, Chas.
Wirtanen, Frans
Wijchel, J.
Wood, E. E.
Wolf, Herbert
Walters, Fred L.
Worn, Otje
Young, Carl Henrey
Yeoman, W. E.
York, Chas. E.

PACKAGES

Heaps, James
Okasski, Wellington
Peterson, Jack P.
Laborne, Roy

ALBERT MICHELSON, Attorney at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Douglas 1058. Residence Phone Prospect 2908.

Tacoma Letter List.

Batikis, V.
Bertelsen, Bertel
Dominguez, Joseph
Jarvinen, Oscar
Krane, Anton
Low, G.
Magnusson, E. W.
Melgall, Michael
Nelson, Andrew B.
Persson, Fritz
Leonard Smith, John
Smith, Carl Johan
Thompson, T.

INFORMATION WANTED

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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REMOVAL NOTICE

Members of the Masters, Mates and Pilots' Association of the Pacific, and shipping interests in general, please take notice that, on and after April 30, 1921, the Headquarters of the Masters, Mates and Pilots of the Pacific will be located at 52 California Street, in place of 62 Steuart Street, San Francisco, Cal. The telephone number will remain the same as present: "Kearny 2034."

W. H. STARK, Sec'y.

INFORMATION WANTED

Anyone knowing the whereabouts of John Johnsen, a native of Bergen, Norway, and a member of the Sailors' Union of the Pacific; last heard of in Norfolk, Va., on board the S. S. "Lake Texan," kindly communicate with his brother, Andrew Johnsen, P. O. Box 65, Seattle, Wash. 4-27-21

Anyone knowing the whereabouts of Robert J. Philpott will please notify his mother, Mrs. Philpott at 547 East Julian Street, Savannah, Ga. Philpott's father has died, and his mother is anxious to have him return. 4-20-21

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Pacific Coast Marine

After many years of litigation, the differences between the Outer Harbor Dock and the Wharf Company and the City of San Pedro are in process of settlement.

The steamer "Yale" of the Los Angeles Steamship Company is running on fast schedule with quick turn around, and is having her passenger and freight accommodations taxed to their capacity.

The Pacific Westbound Conference has failed to join forces with the steamship lines of Seattle, Wash. This means that rates will be fixed independently by operators out of California ports, and the some methods will be practiced by Washington companies.

The schooner "Zampa" has arrived at San Francisco with a cargo of copra, consisting of 385 tons. The vessel was sold to satisfy a libel suit for crew wages and other costs while in Hawaii. The craft was 165 days arriving from Apia, via Honolulu, twenty-five days.

A cable received by E. F. R. deLanoy, San Francisco agent for the Royal Mail Steam Packet Line, states that his company has chartered the English steamer "Sometsetshire" for service between Pacific Coast ports aand Europe. The "Somersetshire," now at London, will leave there June 18, and is expected here July 24 to receive cargo for London, Hamburg, Rotterdam and Antwerp. No passengers will be carried.

Lloyd's have finally and officially posted the schooner "Harvester" as missing and will pay the insurance claims against the vessel. The "Harvester," with a crew of fifteen men, sailed from Vavau, Tonga Island, November 4 last, with a cargo of copra for San Francisco. The vessel was of 678 net tons. She is believed to have foundered in a hurricane. Hope for the safety of the vessel was given up months ago.

For the first time in many moons, a sailing vessel sailed from Astoria last week with a full shipment of lumber. The vessel was the schooner "Mindoro," sailing from the Columbia river port with a shipment of 700,000 feet aboard. The craft is consigned to the Donovan Lumber Company and is expected to make a fast trip. Inability of steam schooners to secure engineers and the demand for lumber resulted in the dispatching of the "Mindoro."

The Pacific Coast Steamship Company has been denied a refund of $1500, paid to the State as a franchise tax for 1917, according to a decision handed down by the Supreme Court. The action of the Court was on appeal brought by the State from a judgment of the Superior Court against Friend W. Richardson as Treasurer of the State of California, to return the amount, which is said to have been paid under protest, to the steamship company.

A vacation has been granted by Superintendent of Lighthouses H. S. Rhodes to the captain and crew of the lighthouse tender "Sequoia." The crew of the "Sequoia" have been at their work continuously for several months, Sundays and holidays included. Most of their time has been passed in Southern California waters. Superintendent Rhodes recently returned from making a complete survey of lighthouses along the southern coast of the State.

The first coal to leave Norfolk on vessels under the direction of the United States Navy since the sea strike are on their way to the Pacific Coast. The Shipping Board freighter "Mundelta" sailed from the Virginia port on June 9 with about eight thousand tons of coal for California City, and the Government freighter "Honolulu" sailed from there for San Diego on June 1 with nine thousand tons of fuel for discharge at San Diego.

When the steamer "Mexico" sailed for Mexico she had on board more than 1000 destitute Mexicans, who had been in Southern California and who appealed to their Government for a return to their native land. The Mexican Green Cross attended to the wants of the refugees. Many of the Mexicans had been serving jail sentences in Los Angeles for minor offenses and, when offered an opportunity to return home, accepted parole and were placed on board the steamer.

The Admiral Line steamer "Admiral Evans," Captain Borg, from San Francisco, with passengers and freight for Portland, was towed into Eureka, June 9, by the tug "Ranger." Soon after leaving San Francisco, the vessel began having trouble with her feed pumps, but it was thought possible to make Eureka under her own steam for repairs. Off Cape Mendocino, the pumps gave out entirely and she was forced to anchor. The steamer "Watson," coming along, gave her a tow to an anchorage off the bar, where the tug "Ranger" took hold.

Work on the repair of the north jetty on Humboldt Bar is now progressing steadily, the land slip at the rock quarries having been completely repaired, and a train of fifteen cars of rock is being delivered every other day to the jetty. Twelve hundred feet of rock and shore work has been completed, there being a total of 2500 feet to complete the work. The twelve hundred feet completed is the shore end; the work to be done is toward the sea. It will be completed September 1, is the estimate of the engineers.

Shipping men of San Francisco have been evidencing considerable interest in the freakish construction of the British tank steamer "Escalona," now in that harbor. The vessel was formerly a tramp steamer and has been converted into an oil carrier. Three tanks have been built in the vessel, running from bow to stern. Two of the tanks are side by side and the third tank forms a triangular effect, resting on top of the two. It is necessary, according to marine surveyors, for the vessel to load and discharge its lower tanks first; otherwise it would be top-heavy.

Traffic by sea between San Francisco and Eureka, which has been closed more than a month, is to be resumed. The Coggeshall Launch & Towboat Company's gasoline schooner "Magnolia" will leave Eureka with freight bound for San Francisco and will return with a cargo of freight from there. The "Magnolia," which is only thirty-three tons net, will not carry as much as one of the steam schooners plying in the trade before the strike, but she will be able to help out a little with her eighty tons' capacity. The strike is being felt severely in some of the small ports of the Pacific Coast.

In an effort to stimulate movement of cargoes from Pacific Coast points to Australia and New Zealand, the General Steamship Corporation, the Oceanic Steamship Company, and the Canadian Government Merchant Marine and Canadian Australian Line, have agreed upon reductions in freight rates on canned salmon, general merchandise and other commodities, effective immediately. The tariff on canned salmon is reduced from $25 to $18 a ton, general merchandise from $25 to $20 a ton, box shooks from $15 to $10 a ton, and wall board from $18 to $15 a ton. The lumber rate, reduced recently, will remain at $20 a thousand feet. The new tariffs are effective from all Pacific Coast ports to Auckland and Wellington, N. Z., and to Sydney and Melbourne, Australia.

Consideration is being given a plan to install engines in several former German barks now lying off Sausalito. To this end draftsmen of the Union Iron Works have submitted specifications for installing five-hundred-horsepower engines in the bark "Hans." In the event of a decision to carry out the project, engines now in motor-ships of the Pacific Freighters Company will be used. Four of the motor-ships of the Pacific Freighters and Pacific Motor-ship Company are lying in San Francisco Bay. According to surveyors, the Seymour & McIntosh engines, at present in the motor-ships of the "Cethana" and "Babinda" type, are suitable to install in the German barks, being capable of generating 600 horsepower, giving a speed of ten knots to the sailing vessels.

W. R. Grace & Company have announced the establishment of a passenger and freight service out of San Francisco port to ports of Chile and Peru. A monthly service will be maintained and the operations will include other Pacific Coast ports. A contract has been made between the company and lumber interests to move twenty million feet of lumber out of San Francisco and other parts of the Pacific Coast to Peru and Chile, and the Cerrao del Caso Mining Company of Peru has closed a deal with W. R. Grace & Company for the transportation of fifty thousand tons of ore from South American ports to San Francisco and Tacoma smelters. Carrying out of the contract will require seven months' time. Before the war W. R. Grace & Company operated a passenger and freight service to South America.

Rushing from the Atlantic Coast to Seattle to take the place of the steamer "Wenatchee," under orders issued by the Pacific Steamship Company, the new liner "Keystone State" will not call at San Francisco. The craft has no passengers or freight and will stop at San Pedro for fuel only. This program was decided on following orders to lay up the steamer "Wenatchee" on her arrival at Seattle from the Orient for repairs and alterations. The "Keystone State" will take the schedule of the "Wenatchee." The "Keystone State" sailed from Philadelphia on June 2. The "Silver State," which left New York June 4 with passengers and freight, will make all ports of call that were made by the steamer "Wenatchee" on her trip from the Atlantic. Three vessels of the 535 type will be in service out of Seattle in the trans-Pacific passenger and freight trade to Far East ports when the "Silver State" and "Keystone State" arrive here. Two more of this type are nearing completion in eastern yards, making a total of five allocated to the Pacific Steamship Company by the United States Shipping Board.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

International Seamen's Union of America

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(Continued on Page 11)

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BY THE
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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, JUNE 15, 1921.

DEFINITION OF A SCAB

At a conspiracy trial held in England about thirty years ago, the prosecuting counsel gave the following definition of a scab: "A scab is to his trade what a traitor is to his country, and though both may be useful in troublesome times, they are detested by all when peace returns; so when help is needed the scab is the last to contribute assistance and the first to grasp a benefit he never labored to procure. He cares only for himself, he sees not beyond the extent of a day, and for momentary approbation he would betray friends, family and country; in short, he is a traitor on a small scale, who first sells the journeyman, and is himself afterward sold and deserted by all. He is an enemy to himself, to the present age and to all posterity."

LOCKOUT EFFECTS REVEALED

When the Matson Line steamer "Matsonia" arrived in San Francisco from the Hawaiian Islands, the vessel had completed her first round trip since the inception of the lockout of seamen. The steamer's return was heralded in the daily press with acclaim, and the Examiner even went to the extent of anticipation by giving the trip a write-up in its shipping news columns, while the "Matsonia" was still some considerable distance from port. The Examiner said:

"With between forty and fifty college men toiling in the engine room, waiting on the passengers in the dining salon and doing regular seamen's work on deck, the big Matson liner 'Matsonia' will arrive in port today from Hawaii.

"The college men made the round trip on the vessel, having signed on at this port, following the marine workers' strike. When the vessel arrived at Honolulu, Captain Arthur L. Soule expressed words of praise for the seamanship of his crew, and Matson officials here declared yesterday that they were now 'old-timers.'

"When the liner arrived at Honolulu, the following was published by one of the Island newspapers:

"'Our passengers did everything in their power to help the boys along in their work,' said the skipper. 'Some of the women, even in the de luxe suites, turned to and made up their own beds. A fine spirit of co-operation and helpfulness was displayed by every person on board, both passengers and crew.'

"Radio messages received last night stated that the liner had an excellent voyage in the run up from the islands and many deck games and social functions were staged aboard the craft."

Such style of newspaper bunk is frequently digested by the general public, but to experienced seamen or anyone connected with operation of vessels the suggestions contained in the write-up were ridiculous. Viewed in connection with other press suggestions, the impression given was that efficiency was the order of the day on the "Matsonia," and that at last we had reached the climax of equality, good-will and happiness; in fact, the voyage of the Matson liner had furnished a concrete example of that ideal state of human equality for which the socialist efforts have been strained since the advent of Marx.

These suggested evidences of a new social order naturally aroused a burning curiosity; therefore we started out on a round of investigation. We were anxious to know if the firemen, sailors or messboys cleaned their fingernails before sojourn to the first class salon for a rubber of bridge with the lady passengers. We were in the dark regarding the deportment of the galley-men. Did they change the greasy habiliments of their craft for more suitable raiment when they promenaded the salon deck or looked into the limpid eyes of some heiress in the pale moonlight shadows cast by the lifeboats. Did some of the grappo friends from Third street and North Beach suddenly bloom into regular "Beau Brummels" under the influence of Matson line psychology? In fact, there were so many possibilities brought to mind by the press accounts that in order to maintain a state of mind free from conjecture we were compelled to be satisfied as to the real situation.

Due to the fact that our citizen rights have been abridged by the Federal Courts, and it would have been a crime to interview the greasy scabs, or wet-nosed college boys, endeavors were made to get in touch with some of the passengers and obtain their version of the situation. This was accomplished, with the result that certain facts were gleaned which placed the matter in an altogether different light.

We were informed that when the "Matsonia" left San Francisco, outward bound, she carried enough fuel oil for the whole round trip, and in addition a sufficient surplus to meet any ordinary emergency. That, when the vessel arrived at Honolulu, it was found necessary to replenish the fuel stock to the tune of $13,000 worth of oil. When it comes to throwing smoke screens, the destroyers of your Uncle Samuel's Navy are mere pigmies compared with the Matson liners, manned with scab crews. It was also discovered that in pursuing their smoke manufacturing activities the vacationists from the University of California managed to burn the smokestack out, and repairs were necessary at Honolulu. It also became necessary to discharge the second engineer at that port.

So much for the efficiency of the engine room department.

It is natural that passengers are more thoroughly concerned with the stewards' department, and some of their observations were interesting and enlightening.

The "Matsonia" brought up over 260 passengers, thirty-two of which were children, and no great effort was required to get them to speak, inasmuch as complaints were universal. They were compelled to pay first class rates and received less than third class accommodations and service. The majority felt that notwithstanding strike conditions they should not have been subjected to such a state of affairs as existed on the "Matsonia."

The general consensus of opinion was to the effect that the sanitary conditions aboard were such that any cheap boarding-house ashore, if maintained in the same state of filth, would be condemned by the Board of Health. The toilets were in very bad order and the stench almost unbearable in the lavatories, which were not cleaned during the whole trip. (In substantiation of this fact, one passenger stated that the lavatory which he was compelled to use was particularly filthy, and that he had observed a pearl button lying in the center of the floor when be got aboard at Honolulu and that he noticed the same button in the identical spot just before coming ashore at San Francisco.) During the voyage a passenger with plumbing ability sought to borrow a monkey-wrench to repair his own toilet.

As a concrete example of the impositions to which the passengers were made subject, the experience of one was stated as follows:

"I paid for first class accommodations; in fact, everybody was charged the first class fare. Many men traveling with their wives were forced to be separated from them, the men being placed in the dormitory—which is third class accommodation under ordinary circumstances—while the wives would crowd into staterooms.

"The conditions pertaining to the staterooms were abominable. From the time I got aboard with my wife until we arrived in San Francisco Bay, we never saw a room steward. The linen was not changed the whole trip, and it was almost impossible to obtain a clean towel. There is no running water in the staterooms, and the water bottles were in such filthy condition as to be useless, and until I had located a place where I could obtain it we were without water. Once I was compelled to wash in about a glass of water. The floor was not swept once and we were compelled to empty our own slops. I was unable to take a bath during the whole trip, due to the fact that the bathroom was in a state of filth.

"The berth conditions were bad, but the food situation was considerably worse. There was a number of colored ex-Pullman men acting as cooks, and their habits were extremely filthy. It was anything but appetizing to observe the perspiration rolling from their faces into the pots and pans on the galley stove. The food was vile and sickening, made worse by the breakdown of the refrigerating plant and the fact that there was not an engineer aboard competent to make the necessary repairs.

A great number of passengers went on a starvation diet rather than risk the consequences of eating the food. In this connection let me state that the doctor was kept busy day and night attending passengers confined to their berths suffering from ptomaine poisoning. I believe that if the voyage had been rough some of the children and weaker passengers would surely have died.

"As to service, there was none. An incident worthy of mention is this: One evening while awaiting something to eat, one of the waiters (a young college student) was asked by one of the twelve passengers around the table to get him a cup of coffee. He disappeared and after expiration of twenty-five minutes he arrived with just the one cup of coffee, amid the cheers of the congenial passengers, who saw the humor of the situation, and were willing, for the time being, to turn tragedy into comedy. There was no discipline in any department of the ship and none was attempted. The chief steward contented himself by keeping away from passengers' complaints and giving his special attention to the Matson family, who were traveling de luxe with their whole retinue of servants.

"It is my opinion that conditions could not possibly have been worse. There was great suffering, and to most of the passengers the voyage was a nightmare. The captain slept only for a few hours on the whole trip, and the doctor was overworked. He probably used as much castor oil on the passengers as fuel oil was consumed on the trip. The stewards' department was careless and incompetent, and when we neared home some of their clothes were in such a state of filth as to be repellant. I wouldn't make a trip on one of those boats again under such circumstances if you made be a present of it."

A passenger, who stated that he was an employer of labor, said that he felt sorry for the college boys. "They have been misled and victimized; they were poorly fed and compelled to live under abominable conditions, and for many their vacation has been entirely spoiled. The passengers were only made the victims of a 'public be damned' policy in efforts of the company to maintain wartime profits in peacetime."

Giving a slight touch of nature to the situation, one of the passengers said that he had observed the characteristics of some of the crew. Certain of the college boys were unable to adapt themselves to their position and persisted in mingling with the passengers. "The chief engineer looked as if he had been selected from an early morning row of vagrants, which might have been hauled out of some gin mill or from under some sidewalk, and appeared before a police judge in unkempt state for sentence. Only once during the trip did I see one of the deck department, and that was when deck sports were going on.

"Two of them, very repellant looking tatterdemalions in filthy clothes, came up on the deck to shine brass, apparently with the desire to observe the sports, as they took nearly four hours to po.. h a piece of brass with a foot square surface. They looked to me as characters you would not care to meet in the dark."

Summing up the evidence, it is proven, in positive manner, that a very energetic press propaganda is operating in the interests of the shipowners, purposed to keep the knowledge of real conditions from the traveling public. That the shipping companies are not only victimizing such confiding spirits as college students when they become strikebreakers, but they wilfully obtain money under false pretenses from passengers for services which cannot be given under the conditions prevailing, due to the lockout.

What would be the consequences of an accident to one of these inefficiently manned vessel can only be conjectured, but past records lead to the belief that it would result in disaster to the passengers and a loss of life that should be made avoidable.

There are laws governing the operation and manning of all vessels. These laws are being flagrantly violated. Will an indignant traveling public finally assert themselves and insist upon their observance?

STOP IT NOW

The revelations of brutality practiced aboard the barkentine "Rolph" reminds us of the days when such crimes were of common occurrence. During the latter period of the existence of that evil the Union kept a record which was published in the Journal as the "Red Record." It was the feeling that such conditions needed to be abolished that actuated many humane and far-seeing Congressmen to support the La Follette Seamen's Act when they were given the opportunity to vote in the interest of the seamen, their people and their country.

Since the Seamen's Law was enacted, brutality aboard ship has ceased except in certain isolated instances, of which the case of the barkentine "Rolph" is one.

Mayor Rolph, one of the operators of the vessel, has a reputation for humanity and fairness and has always been included in the category as a friend of the seamen. It is unfortunate that some of these latest distressful cases have happened on vessels operated under his name.

The brutal Hansen has earned for himself a reputation as a hard case, therefore we have reason to believe that this particular happening could have been avoided if proper precautions had been taken when hiring a mate for such an extended voyage.

There exists a possiblity that Mr. Rolph has not been kept sufficiently informed as to the character of men engaged as officers for his vessels. We suggest that maintenance of reputation for fairness and respect from his seamen makes it imperative that this slight oversight be remedied. We do not believe that the actions of the officers have the stamp of approval from the vessel owner in this instance, and trust that such a situation will be made impossible of repetition.

The Government of Norway and that of the United States assume a different attitude towards locked-out seamen. While the Storthing appropriated 1,000,000 Kr. as recompense for seamen's war services, the U. S. Government-owned Shipping Board uses every resource at its command to destroy the unions.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., June 13, 1921.
Regular weekly meeting came to order at 7 p. m., John Vance Thompson presiding. Secretary reported situation unchanged.

ED ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.
This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED ROSENBERG,
Secretary pro tem.

Vancouver, B. C., June 6, 1921.
Shipping dull; situation satisfactory.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, June 6, 1921.
Shipping dull; situation satisfactory.
K. E. LEHTO, Agent.
2016 North 30th Street. Phone Main 808.

Aberdeen Agency, June 6, 1921.
Shipping dull; situation satisfactory.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Seattle Agency, June 6, 1921.
Shipping dull; situation satisfactory.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, June 6, 1921.
Shipping dull; situation satisfactory.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, June 6, 1921.
Shipping dull; situation satisfactory.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, May 30, 1921.
Shipping dull; situation satisfactory.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., June 9, 1921.
Regular weekly meeting came to order at 7 p. m., Eugene Burke presiding. Secretary reported situation unchanged.

EUGENE STEIDLE,
Secretary.

86 Commercial Street. Phone Kearny 5955.

Seattle Agency, June 2, 1921.
Situation unchanged.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, June 2, 1921.
Situation unchanged.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, June 2, 1921.
Situation unchanged.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

August Ehlert, No. 42, a native of Germany, age 72. Died at Palo Alto, Calif., June 9, 1921.

Two Japanese freighters were chartered last week to load grain on the Columbia river for European ports. The Port Said Maru, 4529 net tons, was chartered by Kerr, Gifford & Company for 58 shillings, for the United Kingdom. The "Ryufuku Maru," 4254 tons, has been chartered for 57 shillings 6 pence, to load grain for two ports, one in the United Kingdom and the other in Continental Europe.

The Norton, Lilly & Co. freighter "Steel Inventor," which collided with and sunk the United States destroyer "Woolsey" last February off the Panama coast, has arrived at San Francisco. This is the first time the vessel has been in this port since the accident. The craft was forced to lay up for repairs on the Atlantic, following emergency repairs made in the canal.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

A BLACK SQUAD POET

A composition from the pen of Comrade Bill Hart, member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, shows that environment is not all-essential to flight of emotional expression. According to Jim Lynch, the brother member's surroundings at the time of his poetic efforts were very uninteresting. The letter and verses follow:

Editor SEAMEN'S JORNAL:

Enclosed you will find a piece of poetry composed by one of our striking firemen, who is at present locked out and sleeping on the floor of the union hall every night. He is willing to sacrifice everything in order to do his bit in helping to win this fight.

As a member of the ship's crew on the particular trip mentioned, he kept a log of his own. The present lockout has given him time to compose this bit of poetry. I copied it off and would very much like to see it in the columns of the JOURNAL, in order to prove that marine firemen frequently observe what takes place on board ship.

JAMES LYNCH,
Agent West Side Branch,
New York.

CRUISE OF THE "WESTERN SEA"

(By Bill Hart, Marine Fireman.)

From the broad Atlantic reaches
To the wild Pacific shore,
I've traveled this old planet
Many times o'er and o'er,
Of all the ships I've ever struck
That seemed of good to me,
It was a famous packet
They called the "Western Sea."

T'was on the thirteenth day of June
We left old Norfolk town,
And set out bound for Liverpool,
A place of great renown.
We were only four days out of port
When we ran short of water;
They put us quickly on our whack
Amid great shouts of laughter.

The skipper was a limey,
Our mate and steward as well,
The chef he was Italian,
And the truth to you I'll tell:
It took eighteen days to make the trip
In a zig-zag formation,
And before we reached old Liverpool
We near died from starvation.

On July 1st we reached the pool,
And on the 3rd we docked;
And on the 4th we dressed the ship,
The crew then got "half-cocked."
On the evening of the 4th, my boys,
That I remember well,
They gave us all five pounds apiece,
And for the booze we fell.

We sure did drown our sorrows,
And had good things to eat;
We were acclaimed as heroes
By all upon the street,
For attempting such a voyage it seemed
A risk most trying and daring.
We didn't know the risk we'd run
And the horrors we were staring.

Our refrigerator got on the bum,
'Twas dirty and besotten,
And all the meat that was stored therein
Got maggotty and rotten;
The board of health they found this out,
And they got awful sore,
The steward got amazed and shocked
When they ordered the meat ashore.

If they only saw the galley
And the condition it was in,
They would send us all back home again
Or give us quarantine;
Our cooks and stewards and flunkeys
They were a measley lot,
They were always hatching up a scheme
Or some mischievous plot.

To put the sailors on the bum
It would be their delight
To see us writhe in agony
Or see us out of sight;
We moved down to the old Queen's dock
And thought our troubles were o'er,
But, alas! they only just commenced,
And everyone was sore.

Every American ship we saw
From their flagstaff flew their flag,
But from the staff of the "Western Sea"
We never showed a rag;
On Sundays only Old Glory flew,
'Twas something grand to see,
On week days it was stowed away
In the house of the "Western Sea."

At last it came the happy day
When our cargo it was out;
We moved to the Herculaneum dock
For a supply of oil we sought.
We left early the next morning
To wend our homeward way,
But our propeller was moth-eaten;
We came back the next day.

We had to go into dry dock
To repair that bothersome screw;
It took a week to do the trick,
And it was some big job, too.
Finally we got started,
We had to do our chores,
And it took us fifteen days or more
To get to the Azores.

To Ponta Delgada we had to go
For water, food and for oil;
Our engines needed repairing,
With needed skill and toil;
Our first thoughts were to go ashore,
But it seemed so funny
When we went to see the captain,
He refused to give us money.

Our captain was a sanctimonious man,
He surely did feel sore,
He wondered how we got the kale
And the price to go ashore.
We sold our clothes, everything we had;
We even sold our shoes,
We went ashore that very night
And we filled right up on booze.

We laid in a great supply,
Enough to fill a good-sized shack,
With whisky, wine and creme-de-mint,
Gin and cognac.
On the sixth day of September
We left Ponta Delgada town;
We were sorry to leave so soon,
For to Norfolk we were bound.

On the twelfth day of September
Our coffee it run out;
The food got ripe in the ice-box,
We knew 'twould give us the gout
To eat any more would be dangerous;
We lived on cracker hash,
Everything was camouflaged,
It looked like slobberdash.

The chef he never washed his hands,
He never washed his face,
And never changed his dirty clothes,
And looked a big disgrace.
We got chicken every Sunday,
Old and young and ancient,
But it never could be eaten,
For it was always tainted.

Our stew it was a mystery,
Full of cockroaches and flies;
Our chef he told us it was good—
He never told such lies.
He is a bird at cutting meat,
And he cuts it rather rough,
It surely was like leather
It was that blooming tough.

On the eighteenth day of September
Of sugar we run short;
We can't get any substitutes
Or fruit of any sort;
We maintain the strictest discipline,
And fear we do not show it,
But when we reach old Norfolk
The whole damn town will know it.

The officers have their luxuries,
With sugar on the bill of fare;
The limey flunkies get theirs as well—
There is no distinction there;
But when it comes to an American,
He's surely out of luck
For to join a hoodoo tramp like this,
He then surely will get stuck.

One day at supper we had fish,
Canned salmon good and pink,
They flavored it with coal oil
To keep down the smell, I think;
One of our firemen ate it,
It put him on the bum;
Our captain got enlargement of the heart,
He gave him a hooker of rum.

You ought to have seen the fireman's eyes,
They sparkled and they gleamed,
He puckered up his lips and said,
"Ye gods, oh! what a dream!"
When the captain saw what he had done
He loud for help did shout,
He hollered for the steward
To kick this fireman out.

The captain he got sorry

To give away his dope;
Next time it would be alcohol
To kill some unlucky mope.
No doubt the fireman needed the rum,
And so did the skipper, too;
I believe he'll never any more
Give more to this darned crew.

Our steward is an educated man;
He said, ,"Now take my tip,
If I do not suit you boys,
I'll exolerate the ship."
I suppose he meant to leave the ship
Or something of the kind,
For such a word as exolerate
Is pretty hard to find.

I've lost some sleep on that account,
My eyes begin to twinkle,
I'll take a whiff of ether
And sleep like Rip Van Winkle.
I've looked in press and dictionary
Exolerate to get;
If I looked from now till doomsday
I'd be looking for it yet.

Firemen, oilers and sailors,
Listen unto me:
Never join a miserable tramp like this—
The S. S. "Western Sea,"
For if you do you're sure to rue,
You'll surely be like me,
Enjoying the misery and strife
On board the "Western Sea."

When ever you see a funnel
With a white band and painted black,
You'll know the ship's the American Line,
Leave her and never come back;
Their commanders are all cheap guys,
Their cooks and stewards as well,
If you don't heed this warning
Your end we cannot tell.

COURT SCENE IN TEXAS

Justice in the State of Texas is still of the old-time border, or wild west variety, judging from the following from W. F. Cattell, agent for the Marine Cooks and Stewards' Association at Galveston. But when we realize the fact that the United States Government—through the agency of the Shipping Board, which is using **"all the resources at its command"**—is actively engaged in efforts to destroy the marine unions, a few more acts of injustice perpetrated against American seamen can be expected.

Time—June 4, 1921.

Place—Corporation Court, Galveston, Texas.

Judge—Henry O'Dell, a cheap politician, who tries to play both ends and the middle.

Courtroom crowded with striking sailors and a few potential murderers. The first man to be tried is charged with disobeying a city ordinance. Officer testifies that the defendant is selling milk out of dirty bottles; that his place of business is not screened; that the milk was fed to babies, and in all probability would result in the death of persons drinking same; that he had repeatedly warned the defendant and he (defendant) refused to comply with the law. Result:

Judge—"You have committed a very serious crime, which might result in very serious consequences; you must obey the law at once and your sentence is suspended."

The second man to face the bar is charged with reckless driving. Officer testifies that the defendant was drunk and was driving the car at a terrific rate of speed, and that when warned to obey the law he became abusive. Result:

Judge—"Do you know that you have committed a very serious offense and that you might have killed a lot of people? You are discharged this time and please don't let it happen again."

A few more persons are tried, some for very serious offenses, and are all dismissed.

Final—Sixteen sailors are brought forward, who have been in the bull pen all night, suffering the torments of the damned with the heat and foul air; they are charged with loafing. Officer testifies that the night previous he went out in the patrol wagon and scoured the town and picked these men up. That they were all behaving themselves and gave no trouble, but he was carrying out instructions. Result:

Judge—"Don't you men know that I am your friend? I have warned you before not to go beyond the dead line."

Mr. Bullock, agent of Cooks' Union, asks Judge where is the dead line?

Judge—"All over Galveston."

W. F. Cattell, delegate of Marine Cooks, then tells Judge that the men have asked him to defend them and asks if he may do so. Judge agrees.

W. F. Cattell—"Your Honor, most of the men are Scandinavians and were attending the Scandinavian Church. One man was arrested while mailing a letter. Several others were asked if they were sailors, and on answring 'yes,' were put in the patrol wagon. Another man was about to enter his house." While this talk was going on, the Judge was writing on the blotter that all the men plead guilty and that they were fined $25 each. The facts are they had not been permitted to say a word.

Judge—"You men are a bad bunch; you cannot attend that church; they must move the church. I feel very sorry for you. You must go to jail for twenty-five days each."

Franz Stoeckel, a former agent and highly respected member of the Marine Cooks and Stewards' Association of the Atlantic, has suffered a crushing misfortune in the loss of his dearly beloved wife, Marie Stoeckel, who died at Salzburg, Germany, on March 8, 1921. Those comrades who are acquainted with him, and his worthy qualities, extend their heartfelt sympathy to him in his bereavement.

HEAVY INDUSTRIAL TOLL

Industrial accidents cause the death of more than twenty-two thousand persons annually, according to a compilation of statistics by the American Red Cross in Washington, based on reports of the Department of Labor and other official sources. Of every ten thousand American workmen employed, seven were killed in industrial accidents during 1918, the latest year for which complete statistics are available. The total of casualties thus was 45 per cent of the number of American killed in battle in the World War.

"The control of accident fatalities and injury is one of the outstanding problems in the movement for longer and healthier lives," says the Red Cross statement. "Life saving and first aid instruction, which the Red Cross provides through chapters scattered throughout the country, has in the last seven years helped lessen drowning. If the drowning death rate of 1906-1910 had prevailed in 1918, for instance, there would have been 2100 more deaths than actually occurred."

Coal and metal mining attained the highest accident death rate of any industry, with rates of thirty-three men killed for each ten thousand employed. In coal mines alone, over 2500 were killed in 1918. During the past seven years an average of at least four men have lost their lives for every million tons of coal produced, according to United States Bureau of Mines figures. One-quarter of the men employed in metal mines sustained an injury during the year.

An unusual average of more than ten thousand men were injured in quarries for the five-year period 1913-1918. There has been a slight decrease in the fatality and injury rates for 1919, as compared with 1918, among the quarry operators, according to reports by the Bureau of Mines. The records show that 144 quarry operators out of each thousand employed in 1919 and 147 in 1918 were injured.

RUSSO-DUTCH TRADE RELATIONS

The Dutch do not intend to lose any benefit which might accrue from trade with Russia, and for this reason a concern has been formed at Rotterdam for financing trade between the countries. The company will act as a clearing house for Dutch traders dealing with the Russian border States and will not trade on its own account.

Several firms have been dealing with Bolshevist interests for some time, and recently trade has grown to such a degree as to require considerable financing. Strong Dutch interests are back of the newly formed syndicate, and it is their intention to shift operations to Amsterdam, where closer touch with the component members can be maintained. The business of the concern has consisted chiefly in the sale to the Russian interests of old army uniforms, khaki cloth, shoes, rough underwear and other clothing, with medical and other sorts of army supplies, in return for which it has been receiving flax and gold through shipments arranged between Reval and Rotterdam. The balance against the Bolshevists for these shipments has been settled for in gold exported from Reval to Amsterdam.

UTAH'S LOFTY MOUNTAINS

Utah has many lofty mountain peaks. Six of them rise more than thirteen thousand feet above sea level and nearly sixty rise above twelve thousand feet, according to the United States Geological Survey. The highest mountain in the State is Kings Peak, which has an elevation of 13,498 feet. Mount Emmons and Gilbert Peak, both in Utah, are also high mountains, reaching elevations of 13,428 and 13,422 feet, respectively.

WASHINGTON LETTER

(By Laurence Todd)

Roads Seek More Boodle

A trip around the capitol, these early summer days, leaves one impressed with the economic illiteracy of the great majority of members of the Senate and House. Reaction is in full swing. Tolerance, much less approval, of liberalism in the industrial field is even more unpopular than it was a year ago.

In the Senate Committee on Interstate Commerce, Chairman Cummins announces that the hearings in the investigation of railroad finances are suspended for ten days, and one learns that this delay is due to Cummins' desire to have the committee vote something near a billion dollars to the railroad corporations for their alleged losses during Government control, on the item of rotted ties, etc. It is also proposed that the companies be permitted to issue fifteen-year bonds to cover their payment of some hundreds of millions which they owe the Government. Alfred Thom, chief of the railroad lawyers, sits complacently at the committee table, thinking up new gifts for his clients which may be picked from the Government's Christmas tree.

Workers Victory Rankles

In the Senate Committee on Labor, Archibald Stevenson of New York, counsel for the New York Clothing Trade Association, which has just been defeated in the six months' lockout of 65,000 clothing workers, begs for an investigation of the Amalgamated Clothing Workers of America, who were the first to win the forty-four-hour week in a manufacturing industry. He denounces the organization as a hotbed of bolshevism, anarchy and dangerous radicalism. The committee, skeptical of his statements, sends for the chief officers of the Amalgamated and the leaders of the two organizations of manufacturers—one of which has signed up a union shop agreement which assures peace in the industry.

Shipping Graft Disclosed

On the floor of the Senate Senator Kenyon is disclosing the wholesale waste of salaries and the big and petty graft in the United States Shipping Board, which is due to create the worst financial scandal in the annals of the Government. Public funds pay for telegrams from Shipping Board officials to their wives, sweethearts and friends, on the most trivial subjects. Kenyon reads some of these telegrams aloud, and remarks that Government money is poured out in hundreds of ways as unfair and outrageous. Salaries in the Shipping Board for various positions are $15,000, $10,000 and $7,500, for work paid at $4,000, $3,000 and $2,500 in other departments of the Government. An assistant auditor at a fat salary is reported to Kenyon as being used as chauffeur to one of the more lavishly paid officials.

All of this graft and waste is just what Andrew Furuseth and other spokesmen of the International Seamen's Union have claimed it to be, when they have pointed out that the wage reduction demanded by Chairman Benson of the Shipping Board from the seamen was a mere fleabite on the whole situation. Salaries at headquarters of the Board alone would account for the throwing away of more money than is invested in the wages of a large part of the seamen locked out on May 1. Kenyon asks the Senate to adopt a resolution investigating the management of the Board under Benson. Senator Warren and Senator Jones of Washington, heads of the Appropriations Committee and the Commerce Committee, argue that the Board is doing as well as could be expected of it under the existing commercial depression. The Senate seems to agree with them, that after all the waste of a billion or so is unavoidable, and that Benson should be left a free hand.

Attack Seamen's Act

Merchant Marine, however, is a popular topic. Over in the House the Committee on Merchant Marine and Fisheries has just reported, by unanimous vote, the bill offered by Representative Scott of Michigan, wiping out the main safeguards of the Seamen's Act applying to the Great Lakes. It provides for the abolition of the eight-hour day, the reduction of the percentage of able seamen in the deck department from sixty-five to fifty, and the lengthening of the legal season for navigation fifteen days in the spring and thirty days in the fall, making the season extend from May 1 to October 15, for vessels of every class.

Patrick O'Brien of the Seamen explains that under this Scott bill a thirteen thousand ton ore carrier on the Lakes can now carry a crew of only five men and five boys, where now she carries seven men and three boys, while on passenger vessels the reduction in the number of able seamen means that the lifeboats, which now must be sufficient for only half the total number of persons on board, cannot all be launched in case of disaster. The United States Steel Corporation will be the chief gainer by this breaking down of the Seamen's Act. A very strong fight will be put up against the Scott measure in the Senate, when it has passed the House. If it gets to President Harding, he will demonstrate what he meant when he said, recently, that the Seamen's Act represents the American conscience.

Will Go Same as Others

Railroad labor organizations, whose spokesmen have been waiting to see what the new Congress would do to avert a railroad strike, are pessimistic. They see what the International Seamen's Union and the Marine Engineers' Beneficial Association have received thus far, and they discover that the wage reduction ordered by the Railroad Labor Board for two million railroad workers meets with enthusiastic approval in the House and Senate. Accordingly they have begun to take their referendum as to the acceptance or rejection of the award. If the award is rejected, a strike vote will be taken in most of the organizations. In the Machinists' organization a strike vote must be approved by three-fourths of the members voting on the proposition. It seldom happens that a strike vote fails to receive the necessary majority, unless badly beaten.

Since the announcement of the wage reduction on the railroads, discussion of American Federation of Labor politics among railroad labor spokesmen here has virtually ceased. John Lewis of the United Mine Workers, who was looming as a certain winner of the presidency in the race against Samuel Gompers, has dropped out of the limelight. It now seems unlikely that his chances can be restored by new approaches to the big organizations controlling the votes necessary to elect at Denver. When the moment for his giving of pledges as to his attitude, to various progressive elements, came and went without a sign from him, Lewis' star waned and went down.

Convention Must Act

The probable re-election of President Gompers is not to be confused, however, with the complete control of events in the coming convention. There is evident a determination to set new frontiers for the labor movement in America, and the railroad men are promising that this will be done in the sessions beginning June 13. Changes in the list of vice-presidents are almost certain. Adoption of resolutions instructing the executive council to demand Government ownership and democratic operation of railroads is a foregone conclusion. Proposals of far-reaching development of the co-operative movement, and of the setting up of higher standards of living for the wage workers, will be approved by virtually unanimous vote. Political strategy will once more be debated, in the light of the bitter experiences of the past twelve months.

President Gompers, Secretary Morrison and a large party of minor officials, and delegates to the Building Trades Department convention, which meets in Denver next week, are leaving here tomorrow and will leave Chicago on Monday, June 6. They will be on the scene of the convention in time to hold preliminary sessions of the executive council and to canvass the general situation of the labor movement in all departments before the delegates to the big convention arrive.

Andrew Furuseth of the Seamen may not reach Denver until very late, due to the fact that the shipowners are now attacking his organization through injunctions in many ports where the members are locked out. The latest injunction is reported from San Francisco. At the same time, and as if planned to make his situation as difficult as possible, the House Committee on Merchant Marine and Fisheries announces that it will start hearings on the Edmonds bill, which proposes to repeal a great part of the Seamen's Act as applied to ocean shipping. The committee has found it so easy to report out the Scott bill, destroying the application of the Seamen's Act to the Great Lakes, that it feels like making a clean sweep while conditions are favorable. The use of action in Congress to assist the shipowners in breaking a labor organization is not new, but this is perhaps the most brazen attempt yet made by political business interests to assist a lockout by the legislative power of the House and Senate.

The Seamen's one victory of the past week has been their defeat of the movement among officials of the Marine Engineers to sign up a compromise with the shipowners, leaving the Seamen to fight on alone. As soon as the membership of the Marine Engineers saw the possibilities in such disunion of their forces, they protested, and their national officers balked at the compromise. The shipowners helped their decision, by refusing to agree to reinstate the engineers who had quit. Now the Marine Engineers and the Seamen are standing firmly together once more.

GOVERNMENT AIDS STRIKE-BREAKERS

The following affidavit has been forwarded to headquarters by P. B. Gill, Seattle agent:

State of Washington vs. County of King—ss.

Leonard Eccles and Charles H. Koch, being first severally sworn, each on oath and for himself, says: That Leonard Eccles is by occupation an oiler; that Charles H. Koch is by occupation a water-tender; that both of them prior to June 1, 1921, were residents of Cleveland, Ohio, and had for several years engaged in their respective occupations and trade; that on or about June 1, 1921, they were approached by a man whose exact name is to them unknown, but which said name is either Griffin or Griffith, who represented to them that he was the representative of the United States Shipping Board and was seeking to engage men to work for the said Shipping Board in the operation of its ships on the Pacific Coast; that it was at that time represented to the affiants and to each of them that the strike and lockout on the Pacific Coast had been settled; that in response to said representations the affiants and each of them, in company with five others, accepted employment for the said United States Shipping Board, and that their transportation from the city of Cleveland to the city of Seattle was thereupon advanced and provided; that the affiants, together with the five others accompanying them, arrived in Seattle, Washington, on Sunday, June 5, 1921, and were immediately taken to the Butler Hotel in said city, where accommodations were provided for them. That on Monday afternoon, June 6, they were directed by telephone that an automobile would be sent to the hotel to take them to their respective ships. That the affiants, together with the five others, took said automobile and were driven to Pier A in the city of Seattle and there instructed to report for employment to the steamship "Admiral Dewey"; that the affiants at that time, for the first time, learned that said steamship was not operated by the United States Shipping Board, but was operated by The Pacific Coast Steamship Company, a private corporation, and that because of such fact the affiants refused employment. That after reporting to said steamship for duty the affiants further learned that the lockout strike was still in full force and effect and that the differences between the private steamship company and the various unions concerned had not been adjusted.

LEONARD ECCLES,
CHARLES H. KOCH.

Witnesses:—
A. L. CARPENTER.
F. B. CLIFFORD.

Subscribed and sworn to before me this seventh day of June, 1921.

LALLA ROGERS,
Notary Public in and for the State of Washington, residing at Seattle.

The foregoing is an example of what is meant by Admiral Benson's despotic declaration that the Shipping Board "will use all the resources at its command." It is the most positive evidence that the Government, through the medium of the Shipping Board, is engaged in the business of breaking strikes for private shipowners.

MOVIE ACTORS HARD HIT

The industrial slump has struck the movie business in Los Angeles. A conservative member of the Hollywood film colony estimates that between two thousand and three thousand motion picture workers of the world's film capital are idle and many of them are actually starving.

Following the feverish wave of wartime prosperity and high wages has come the reaction which is being felt in the cinema industry, as elsewhere, with the result that thousands of artists, helpers, clerks, etc., in the studios have been thrown out of employment.

While the motion picture companies have not acknowledged the seriousness of the situation, they do take occasion to blame a considerable portion of the present inactivity in the studios to the introduction of foreign films.

The situation was first disclosed to the public when, a few days ago, a young man who formerly earned good pay in the movies fainted in the street in Hollywood. He was taken to a hospital, where it was discovered that he had been without food for three days, and he had walked to Universal City and back—a matter of several miles—in search of work.

Pretty girls, who had begun to shine as screen stars of lesser magnitude, actually pawned their clothes to keep from growing hungry. It is pointed out that under these conditions the most serious temptations are confronting these young women.

WEEKLY NEWS LETTER.

(Continued from Page 3)

3745; Germany, 68,039; Danzig, 285; Finland, 3890; Africa, 120; Portugal, 2269; Spain, 663; Italy, 42,021; Russia, 34,247; Austria, 7444; Hungary, 5635; Rumania, 7414; Bulgaria, 301; Greece, 3286; Czecho-Slovakia, 14,269; Jugo-Slavia, 6405; Albania, 287; Fiume, 71; Poland (with western Galicia), 25,800; eastern Galacia, 5781; Australia, 271; New Zealand, 50.

Percentages on Turkish and southern Asia immigration have not been prepared.

Public Press Fails

In an advertisement published in the Baltimore press, the Church League for Industrial Democracy says:

"It is a sad commentary on the state of the morals of the public press that it will not give the essential facts of industrial controversies save through the medium of paid advertisements. It is readily recognized that the attainment of decent social and industrial conditions will be delayed until this condition is corrected, since a well-informed and intelligently directed public opinion is essential if the scales are to be held anything like equal."

Profits in Shipping

The International Mercantile Marine Company made a clear profit of $9,444,157 last year. This stupendous amount is exclusive of all charges, and was made after deducting operating and general expenses, income and excess profits taxes, interest on bonds and setting aside $4,417,854 for depreciation in steamers.

This "clear velvet" of more than $9,000,000 is about one-half of the clear profit made in 1919.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
HOBOKEN, N. J.....316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
NEW HAVEN, Conn.....13½ Collis Street

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THOS. A. HANSON, Treasurer
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BUFFALO, N. Y.....GEORGE HANSEN, Agent
55 Main Street. Phone Seneca 5588
CLEVELAND, O.....E. J. SULLIVAN, Agent
1501 Columbus Road
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162 Reed Street. Phone South 598
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SOUTH CHICAGO, Ill.....Agent
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ED. HICKS, Treasurer
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Phone Main 866
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Phone South 598
DETROIT, Mich.....410 Shelby Street
Phone Cadillac 543
CHICAGO, Ill.....332 N. Michigan Avenue
Phone Central 8460
NORTH TONAWANDA, N. Y.....122½ Main Street
Phone 890 P. J.

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Telephone Seneca 896
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CLEVELAND, O.....308 West Superior Avenue
MILWAUKEE, Wis.....162 Reed Street
ASHTABULA HARBOR, O.....74 Bridge Street
SOUTH CHICAGO, Ill.....3308 E. 92nd Street
CONNEAUT HARBOR, O.....992 Day Street
TOLEDO, O.....618 Front Street
NORTH TONAWANDA, N. Y.....122½ Main Street

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TACOMA, Wash.....2016 N. Thirtieth Street
SEATTLE, Wash.....84 Seneca St., P. O. Box 65
ABERDEEN, Wash.....P. O. Box 280
PORTLAND, Ore.....88½ Third Street
SAN PEDRO, Cal.....P. O. Box 67
HONOLULU, H. T.....P. O. Box 314

MARINE FIREMEN, OILERS AND WATERTENDERS' UNION OF THE PACIFIC
Headquarters:
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PORTLAND, Ore.....Room 21, Ainsworth Building
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SEATTLE, Wash.....Room 203, Grand Trunk Dock
P. O. Box 214
PORTLAND, Ore.....68 Third Street
SAN PEDRO, Cal.....P. O. Box 54

ALASKA FISHERMEN'S UNION
Headquarters:
SAN FRANCISCO, Cal.....49 Clay Street
SEATTLE, Wash.....84 Seneca St., P. O. Box 42
ASTORIA, Ore.....P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC
Headquarters:
SEATTLE, Wash.....84 Seneca Street
PRINCE RUPERT (B. C.), Canada.....P. O. Box 1675
KETCHIKAN, Alaska.....P. O. Box 201

UNITED FISHERMEN OF THE PACIFIC
ASTORIA, Ore.....P. O. Box 138

FERRYBOATMEN'S UNION
C. W. DEAL, Secretary
SAN FRANCISCO, Cal.....166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal.....Labor Temple

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Deck Street, Bellingham, Washington

Labor News

The Cracker Bakers' Union of San Francisco has secured a new agreement which reduces the nine-hour day to eight hours.

The order for twenty members of the State police to leave Reno, Nevada, for service in the strike zone at Tonopah has been canceled.

The strike ballot circularized among the Pullman Company's shop forces in more than eighty cities, which was to have been voted, was recalled, following a conference with the railway employes' department of the American Federation of Labor.

At Denver, delegates to the convention of the Metal Trades Department of the American Federation of Labor defeated the proposal designed to bring about the organization of one big metal trades union in the United States.

Reactionaries of the American labor movement refuse to heed the requirements of the times, and the executive council of the American Federation of Labor has again decided to stand by its decision not to affiliate the American labor movement with the International Federation of Trade Unions.

Unemployment increased approximately one-half of 1 per cent during May, according to the Department of Labor. The statement is based upon reports from 1423 firms, employing 501 or more persons, in 65 principal industrial centers of the country. The same firms employed 1,573,538 workers in May, as against 1,580,749 in April.

An agreement signed by officials of the Foundrymen's Association and the Moulders' Union at San Francisco, carrying a wage reduction from $8 to $7.50 a day, effective June 15, and a further reduction to $7.12 per day, effective August 15, and to remain in force one year. The reduction in wages was accepted by the union men after negotiations.

Organized manufacturers were strong enough in the Connecticut State Legislature to smash the new compensation law after it had been reported favorably by the Senate Judiciary Committee. Senator Hall, a manufacturer, led the fight, pleading that "this is not the time to make changes." The bill would not be effective for a year.

Textile workers in North Carolina and neighboring States are on strike against wage cuts that range as high as 78 per cent. Manufacturers have made unprecedented profits during the war and wages that were below living standards prior to that time were increased. An attempt is now being made to enforce standards lower than existed in 1916.

The solidarity of 55,000 ladies' garment workers in New York has checked labor "deflationists" in this industry, and an agreement has been entered into between these workers and their organized employers which provides that there will be no increase in hours or decrease in pay during the present season. A joint commission will be appointed to study shop and production records with a view of working out measures that will tend to increase the productivity of the workers. The commission shall also act as a joint appeal committee and shall pass upon all complaints of employers and employed regarding the adequacy of production. Both sides agree to abide by the decision of the commission.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Einar
Erikson, Lars
Ekengren, Olaf
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Elsted, John
Edvords, Louis

Forbes, Frank M.
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Franzell, Arthur
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Fox, A. -862
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Fredrickson, F. W.

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Gustafson, Oscar
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Graudin, Ed.
Gulliksen, Amandus
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Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Halley, Wm.
Hagen, Harald
Healey, Geo. S.
Halvorsen, Karl
Hansen, Martin
Holmen, K.
Harper, Earl
Hoed, Hans
Heggum, Louis
Harms, F.
Hefling, Jack
Halmin, Wm.
Hahnqvist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
Jansen, R.
Johnson, Dick
Janson, John
Johnson, Elias
Jenson, James
Johanson, Matt
Johnson, Chas. A.
Johanson, Johan R.
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Jorgensen, Angel
Jacobs, Henry
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Johnsen, Ludvig
Johansen, Arthur H.
Jacobson, M.
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Johansen, Carl
Jones, A. H.
Johnson, Gust

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Kragstad, A. E.
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Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Lasklnen, Fred
Livingstone, Ed
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Lichtenberg, Ben
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Ljungstrom, Oscar
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Lauritsen, Jack
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Lieson, Wm
Lynum, A. M.
Lutton, Theod
Lyngues, Chr.
Lund, Eric

Millard, Frank
Martinsen, Ingvald
Macleod, Alex
Molder, John
Monroe, N. S.
Menuet, Fred
Moore, Thos.
Morgaard, H
Michalson, Harald
Musch, Chas
Mann, Albert
McPherson, James
McLean, Angus
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McCoy, J. L.
McMullen, J

Nilsson, N. J.
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Nelson, Ianus
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Nilson, Adolf
Nelsen, Peter
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Nielsen, H. J.
Newland, Ernest
Nyhagen, Julius
Nicholsen, Ben
Nurken, Herman
Nergaard, H.
Nelson, Werner
Nelson, P. A.
Nilsen, Harald
Nelsen, A. B.
Nahinan, F.
Nilsen, N. P.

Ovist, John
Osterberg, C. V.
Optedal, Caspar
Olsen, John H.
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Ogga, Ed

Pendville, N.
Pedersen, J. M.
Petersen, Bjarm
Parker, Bert
Pederson, C. E. -1286
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Pabus, Laas
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Permin, J. C.
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Paulsen, O. E.

Quandt, A.

Rasmussen, Chr.
Rod, S.
Rasmussen, Peter
Rebour, Frank
Rorvik, Chas.
Randle, C. W.
Reilley, Ralph
Ross, Herbert
Ronberg, Edvard

Sandin, P.
Sater, P. Pedersen
Skag, Otto
Saderberg, Albin
Scarpa, E.
Stiffler, Roy
Sherrin, E.
Strand, Charley
Skaag, Paul
Shipley, A. M.
Steiner, F.
Stenberg, Hjalmar
Sitts, La Verne
Simonsen, S.
Sandstedt, E. H.
Seyfried, M.
Thorsen, V.
Tasel, John
Torwich, Hans
Tangeros, L.
Thomsen, Peder
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Unwin, H.
Wheeler, G. W.
Welkens, Henry
Wiger, John
Welson, E. W.
Wilson, Walter
Westerlund, Albert
Stetson, Henry
Schrage, P. W.
Schier, T. J.
Schirmbel, Rup
Sarv, H.
Smith, Aug.
Scarlett, J.
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Salonen, Ivori
Salmar, K.
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Stidham, C. W.
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Torstinsen, A. J.
Volley, P.
Wold, Stadius
Ward, Wallace
Wahlstrom, Eric
Wallin, A.
Walker, A. A.

SAN FRANCISCO
Alaska Fishermen's Letter List.

Andersen, Ole
Andre, John
Boman, Carl W.
Boergran, John
Boyd, Frank
Carlson, E.
Damberg, August
Domenico, P.
Duke,, F.
Dalin, August
Farrington, Joseph
Groth, J.
Gustafson, Emil
Hiteskero, J. C.
Hakansen, Ingvar
Hagberg, Gust
Jakobsen, Emil
Jeffers, A.
Johansen, F. C.
Kerrigan, G.
Karlkromoni, Steve
Keith, Manlius
Kjerdalen, Ole
Kristoffersen, H. O.
Leonard, Heber
Larsen, Theodore
Levele, Ed.
Malmsrom, F.
Mickelsen, P.
Miller, J. A.
Mikelsen, M.
Marcilane, R.
Marcilane, H.
McDonald,
McNiell, Ross
McVicar, Geo.
Nelson, Clark
Olson, Carl
Osterman, John
Pettson, W.
Pherson, Donald
Petersen, Louis
Parone, S.
Perunin, Christian
Smith, R.
Schultz, Walter
Shivers, D.
Strickland, G.
Skooba, Nils
Tennisen, Peter
Widell, Julius
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Meyer, Hans
Rassmussen, P.
Strusk, John Walentine

Aberdeen, Wash., Letter List.

Anderson, E. T.
Anderson, John C.
Anderson, Gus.
Bradsberry, Geo.
Balm, August
Barton, M.
Caltane, Jose
Douglas, W. Sid.
Fosterwall, Kasper
Gunther, R.
Hansen, Adolph
Hanson, Oscar
Hiederstrom, Garvid
Johannesen, Alf.
Jansson, John
Johanneson, Jonas
Krause, Frank
Lange, Henry
Lepp, Alex.
Miller, Fred Wm.
Newington, Fred
Nelson, Hans
Olsson, Chas.
Olsen, L. -1099
Pedersen, W.
Parker, Arthur L.
Rahman, Geo.
Ruben, Chas.
Randle, C. W.
Robinson, G. H.
Rengsdarf, W.
Saro, W. R.
Smith, Emil
Smith, C. Johan
Tonsfeld, John
Vejvada, Frank
Waksten, A.
Westerberg, Carl

Honolulu Letter List.

Crawford, Th.
Carlson, Ernst
Ellwood, Ed. J.
Fleming, Wm.
Genly, O. B
Jonsoff, A. J.
Lundgren, Karl
Hansen, N. M.
McGowan, John
Nicholson, C. T.
O'Brien, James
Osman, J. B.
Sandstrom, Anton
Scott, H. T.
Sorentino, Joe
Sveda, Nick
Xavers, Francis

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

NOTICE OF RESTRAINING ORDER IN MARINE STRIKE

The following labor unions:

Seafarers' Council of the Pacific,
Masters, Mates and Pilots of the Pacific,
Marine Engineers Beneficial Association No. 35,
Marine Firemen, Oilers and Watertenders' Union of the Pacific,
Marine Cooks and Stewards' Association of the Pacific Coast,
Sailors' Union of the Pacific,

and their officers, agents, members and employes, and all persons acting in concert with them,

HAVE BEEN ENJOINED

by an order duly made by the District Court of the United States:

From picketing the piers or vessels of the companies hereafter named, or operating the launch "Lillian" as a picket boat, in a manner tending to intimidate or threaten any passenger, employe or prospective employe of such companies, and

From coercing, threatening or using violence toward any passenger, employe, or prospective employe, or trespassing on or injuring the vessels, piers or other property, or in any manner unlawfully interfering with the business of the following companies:

Matson Navigation Company,
Luckenbach Steamship Co.,
Pacific Mail Steamship Company,
Pacific Steamship Company,
W. R. Grace & Company,
The Dollar Steamship Line,
E. C. Evans & Sons,
General Steamship Corporation,
McCormick & McPherson,
Struthers & Dixon,
Sudden & Christenson,
Swayne & Hoyt,
Williams, Dimond & Company,
Associated Oil Company,
Standard Oil Company,
Union Oil Company.

The restraining order is posted at the Headquarters of the Unions and in other public places on the waterfront of San Francisco.

Domestic and Naval

The steamer "Winyah" has been compelled to go into dry dock for repairs at Shanghai. The craft was discovered in a leaky condition.

While loading at Santa Fe for Quebraono, the steamer "Mount Rainier" took fire. The vessel will be a total loss. The vessel was partly loaded when she caught fire.

The British steamer "Seapool," from Montreal to the United Kingdom, struck an iceberg several hundred miles off the coast of Newfoundland. Details in reference to the accident are lacking to date.

The nominations of the members of the U. S. Shipping Board, with A. D. Lasker as chairman, have been confirmed by a special executive session of the Senate. No opposition was reported.

The Japanese steamer "Belgium Maru," which arrived on May 5 at Naples from Galveston, had several rivets started, caused by the heavy weather encountered. Part of the vessel's cargo was damaged by sea water.

The supply ship "Nero," which arrived on the Pacific Coast recently from Samoa, is to be put out of commission at once. The "Nero" probably will be sold, according to Captain Robert Morris, assistant to the commandant of the Twelfth Naval District.

The Appellate Division of the Supreme Court decided in Brooklyn that the City of Mount Vernon was within its rights when it refused to allow Socialists to hold a street meeting October 2, 1920. The Socialists had asserted that the action abridged the rights of free speech.

When the U. S. Shipping Board's steamer "Wanatchee" arrived at her home port on the Pacific Coast, the vessel was the subject of much boast and fuss, which afterevents have proved unwarranted. On her trip to the Orient, during April, the "Wenatchee" was seriously delayed, and now while en route to Seattle on the homeward voyage, the vessel is reported disabled by engine trouble in the inland sea of Southern Japan.

The four new cutters, building or nearing completion, for the United States Coast Guard Service, are being fitted with engines of the same make as those installed in the latest type super-dreadnaughts. The cutters cost approximately $700,000 each and will have a cruising radius of four thousand miles. They are the "Haida," "Tampa," "Modoc" and "Mohave." It is known that two of the vessels will be retained on the Pacific Coast and that one of these will be assigned to duty on San Francisco bay. The four cutters are of sixteen hundred tons each and the tug is of one thousand tons. They will supplant vessels now in the cutter service.

The recent disastrous floods which swept the Arkansas River valley, resulted in loss of hundreds of lives and tremendous destruction of property. The city of Pueblo, Colo., which suffered the most severe damage reports a loss aggregating $20,000,000. Martial law was proclaimed in the stricken zone and every effort made to prevent an epidemic. The situation is still critical with other floods sweeping over the Middle West. Denver, Colo., which was at one time threatened, seems to have passed the critical stage. Flood victims are suffering great hardships and relief is pouring in from all sections of the country.

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Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
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INFORMATION WANTED

James Kenney of Philadelphia, last seen in Pennarth, Wales, is inquired for by V. McMahon, 96 Plain street, Providence, R. I. 6-1-21

Anyone knowing the whereabouts of Olaf Erling Hendriksen, a native of Norway, age 33, last heard from on the Atlantic Coast, kindly communicate with his brother, Albert Hendriksen, Aalo Post Office, Christiansand, Norway. 6-1-21

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

Mrs. M. Black, 100 Plain street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, George Baxter, last seen in March, 1920, at Tampico, Mexico. 6-1-21

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LOCAL
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News from Abroad

Leonid Krassin, Russian Soviet Minister of Trade, is reported to be in Montreal. The Soviet official is in Canada for the purpose of closing contracts for supplies.

Importation into Mexico of any foreign money, except gold, or the circulation of any such currency in the country, is prohibited after July 1 by a decree issued by President Obregon.

The peace treaty between France and Hungary which was signed June 4, 1920, in the Trianon Palace at Versailles and is known as the "Treaty of Trianon," was recently ratified by the Chamber of Deputies. The vote on ratification was 478 in favor to 74 against.

Reports from Oppelin state that General Lerond, commanding French forces in Upper Silesia, declared that the Allies finally had reached accord on a plan which is expected to be put into execution this week for progressive withdrawal of Poles and reoccupation of the insurgent territory by Allied troops.

The steamer "Tayo Maru," formerly the German liner "Cap Finisterre," has left Yokohama for San Francisco on her maiden voyage under the Japanese flag. She has on board one thousand passengers, including Sekizen Arai, a distinguished Buddhist priest, who is on his way to Hawaii to dedicate a temple.

The United States Government has been reminded through diplomatic channels that the League of Nations has received no answer to its invitation to the United States to send a representative to discuss mandates. Both the class "A" and "B" mandates are on the agenda for the meeting of the Council of the League to be held in Geneva on June 17.

The daylight saving tangle is becoming embarrassing in Vienna. Yielding to the farmers, the law was rescinded, but the workmen in Vienna are taking it into their own hands and simply serving notice on employers that they will work on summer time. The movement has spread from factory to factory until it is virtually a law in its effect. The men say they cannot work on clock time and cultivate their gardens around the city.

A Turkish Nationalist army of 100,000 men has been organized to meet the new Greek offensive on the Anatolian front. British subjects are being arrested by the Turkish Nationalists at Angora, the Turkish Nationalist capital. A British fleet has arrived in Turkish waters from Malta. Turkish Nationalist newspapers at Angora are conducting an anti-British campaign, printing reports that Great Britain is tottering on the verge of a revolution.

A Japanese shipping merger has been proposed, the promoters hoping to control about 2,500,000 tons of shipping, capitalized at $250,000,000. Various subsidized companies would turn over their ships to the holding company, while their other assets would be divided among present shareholders. Shareholders of the Nippon Yusen Kaisha would receive $37,500,000 in new company shares as covering uncompleted ships, business premises and the right to operate the Nippon Yusen Kaisha lines, while about $75,000,000 in other assets of the Nippon Yusen Kaisha would be distributed among the present shareholders.

With the Wits

Composer—How much do you think I ought to get for this song?

Critic (without hesitation) — Six months.—Kansas City Star.

Old Lady (to tramp)—But, my good man, your story has such a hollow ring!

Weary Willie—Yes, missis; that's the natural result of speaking with an empty stummick.—London (Eng.) Mail.

Clancy—Oi want to get a firsht-class ottymobile for me wife.

Dealer—Long body?

Clancy—Begorra, no! She's built like a barrel. But phwat's that got to do wid it?—Boston Transcript.

Jinks—Why do you offer such a large reward for the return of that contemptible pug dog?

Winks—To please my wife.

Jinks—But such a reward will be sure to bring him back.

Winks—No, it won't; he's dead.—Edinburgh Scotsman.

"Harry, dear, promise me that if I die you will marry Jane Jones," she said, thoughtfully.

"Jane Jones!" he exclaimed in astonishment. "Why, I thought you hated her."

"I do."—Life.

"This is the fifth time you have been brought up before me," said the Judge severely.

"Yes, your honor," smiled the offender. "When I likes a feller I generally gives him all me business."—Boston Transcript.

"If you expect to be acquitted, your wife will have to weep a little during the trial."

"That's easy. Just tell her I'm going to be acquitted."—American Legion Weekly.

"Cap'n, suh," explained the unbleached motorcycle courier who had unsuccessfully attempted to navigate a French highway in night traffic, "everything was jest goin' along fine, and den Ah see mah chance to dodge in between two motorcycles."

"Well, what of it?"

"Dat's all dey was to it, Cap'n suh. Dem two motorcycles was a truck."—American Legion Weekly.

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A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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THE HEALTH OF A NATION

Workers Participate in Hygienic Efforts With Remarkable Results

The skill with which the Soviet Government confronted and conquered epedemics which threatened to emasculate the population of Russia has surprised the people of all other nations. Suffering more than any other war participant; stricken by famine and disease, harrassed by civil war, rebellions, and conspiracies, to which was added the machivellian aggressions of world-wide capital, these wonderful people have arisen from the ashes of their misery and are going forward to a higher plane of civilization than the world has ever known.

An idea of some of their accomplishments can be gathered from the following, issued by the Commissariat of Public Health:

The World War laid bare the ills of modern society, and forced humanity to search for new forms of social relations. Russia was the first to take a new path; she severed her connections with the past and made labor and the interests of the toiling masses the main concern of the Government.

The new social order was bound to reflect itself in such an important state function as the care for public health. Believing that the health of the population is the foundation of the prosperity of the country, the Soviet Government spared neither expense nor effort in the care of the population. By a series of bold and original reforms the Commissariat of Public Health was enabled to cope with the most severe epidemics, and under conditions of unparalleled difficulty.

It is thought that it may interest the American people, irrespective of political opinions and sympathies, to know of the work of the Commissariat of Public Health of Soviet Russia. With this end in view, a series of articles are to be issued on various activities of the commissariat.

Public Health Organization

At the beginning of 1917 Russia was already exhausted through the prolonged war, which she was unable to carry on, and through the inefficiency of the Czar's government and the complete incompetence of the Lvov and Kerensky governments, which followed it. The latter did nothing to conserve the feeble economic and cultural forces of the country. They only augmented the ruin of its economic life. When the power passed to the Soviets, the country was already in chaos. Then came rebellions, conspiracies and all the inevitable destruction of cities and entire regions by civil war, and boycott and sabotage by the intellectuals. Finally there came the blockade.

All these disorders could not fail to affect the condition of the public health. In July, 1918, the newly organized People's Commissariat of Public Health had to fight epidemics over an area covering almost one-sixth of the globe, among over a hundred million people living under the conditions described above. There was a shortage of physicians, of whom many had been called to the front; there was a lack of medical supplies and disinfectants, which could not be brought in from abroad because of the blockade. Prior to the war, Russia had obtained the bulk of her chemical and medical supplies from abroad.

The Commissariat of Public Health had to organize on entirely new lines, and with new personnel. It had to mobilize, concentrate and distribute its forces, and at the same time combat its enemies, who, although invisible, are none the less dangerous.

The Commissariat of Public Health successfully accomplished these apparently impossible and superhuman tasks. It came out victorious, and now, after a year of effort, during which the general sanitary conditions and the epidemics were brought under control, we can speak with assurance and with definite figures at hand.

What gave such power to the commissariat in its work with conditions which apparently boded nothing but defeat?

Beset by Enemies

The foreign foes of Soviet Russia prophesied failure in this sphere, and pointed out that the Soviet Government would not be able to cope with the epidemics, and that, with the coming of peace, there would be a general popular uprising, which would result in the downfall of the Soviet Government. Others prophesied the almost complete extinction of the Russian people, and invited the International Red Cross to organize expeditions to save Soviet Russia and to fight epidemics.

These dark forebodings fortunately did not come true. Soviet Russia defied the epidemics by her own forces and without foreign aid, despite the blockade and the difficult conditions of life. The reasons for these surprising results can be found in the principles on which the organization of public hygiene in general, and the struggle against epidemics in particular, were built.

Never in any country was the problem of public health given such wide and complete attention, and never was a population so actively enlisted in the preservation of its health. Even in the Western countries, which consider themselves the most advanced, public hygiene has been largely in the hands of officials, scattered among several departments. The defects of such an organization were recognized by investigators as far back as 1913. Mr. Mirman has pointed out that in the French Government there is no regular department responsible for public health and public hygiene. In the case, for instance, of parliamentary interpolation on measures for the prevention of tuberculosis, such an interpolation would have to be addressed to at least four ministers of state, in addition to the ministers of the army, the navy and the colonies.

Organization of Work

The first thing the Soviet Government did in the matter of public health was to bring all the public health work together under on organization, the Commissariat of Public Health. Thereby it removed one of the greatest obstacles to the advance of public hygiene, especially in the struggle against epidemics. This unification was not merely the setting up of a crude and formal authority. The Soviet Government understood that medical work has its peculiarities with respect to different groups of the population, and in different localities. This had been taken into consideration. The commissariat achieved the complete unification of all medical organizations, civil, military and naval. Wherever the local peculiarities of medical work require continued submission to a central authority (as in the case with the military organization), or where they do not coincide territorially with local administrative bodies, there was applied the principle of co-ordinating the work of the medical departments under central control. Other forms of medical work which do not require such permanent central control were given to local and medical sections, which enjoy wide freedom, and have to follow only the general directions of the central body, which does not interfere with their work as long as it is of a local character, unconcerned with questions of state importance.

In a word, the basic principle of the organization of public health in Soviet Russia is this: The Commissariat of Public Health unites all forms of medical work and sanitation, which had previously been scattered among all the departments. Locally the medical units (in the form of district and city medical sections) have sufficient independent authority for their local medical and sanitary affairs, under general instructions and regulations of the commissariat.

Workers Participate

The second principle of Soviet hygiene is the participation of the population itself, through the representation of the toiling masses in the actual work of public hygiene. Every one who has had to fight epidemics under former conditions knows from experience how this work was jeopardized through the lack of participation by the population. The people were merely addressed through orders and regulations in the formulation of which they did not share. These regulations were enforced by the police power, without the control and participation of the population. The very essence of medical and sanitary measures, however, is such that they cannot be enforced without the conscious participation of the people themselves. The widest sanitary rule will remain a dead letter unless the people themselves take part in its formulation and in the control of its enforcement. The Soviet Government, realizing this elementary truth, invited the population to participate in the care of its own health. "The health of the toiling people is the concern of the toilers themselves." This watchword became the guiding principle in all the activities of the People's Commissariat of Health.

Extensive Operations

Among the first steps taken were the introduction of certain measures for popular education in hygiene. By 1921 the Commissariat of Public Health had distributed over fifteen million leaflets, a million pamphlets, and eight hundred thousand posters, in addition to books, instructions and scientific publications. In thirteen provincial capitals there were opened large medical museums. Medical exhibits were organized in twenty-six district towns. Seven traveling exhibits on wagons and seventeen exhibits in

railroad cars were sent out. Sanitary schools were opened in seventeen provincial capitals. At these institutions permanent lectures and discussions on medicine and sanitation were instituted. To draw the toiling masses into this work sanitation councils, in which the central bodies and trade unions were represented, were established in the central and provincial cities. Not less than half of the membership of the local councils consists of representatives of labor organizations. The councils have discussed the reports of the Commissariat of Public Health, and such questions as the struggle against smallpox, the prevention of the spread of epidemics, sanitary measures in the Red Army, etc.

Thus the discussion of the most important sanitation measures was carried on through the participation of the interested persons, and not under the secrecy of departmental routine, as is the case abroad even now. With the same end in view, a special effort was made to secure the co-operation of representatives of the workers in special fields of endeavor. Thus, for instance, there were organized councils with representatives of labor organizations at the schools, for combating tuberculosis and venereal diseases. The participation of the population in medical and sanitary measures became necessary when the spreading of epidemics to unheard-of proportions, and the special conditions under which they had to be combated made it obvious that the old methods of organizing this campaign were useless.

Not only in the provincial capitals, but almost in all district cities, there were organized so-called labor commissions, and similarly in many villages. Their task was to look after the sanitation of the town or the village, to see that the public hygiene measures were enforced, to keep clean all places of public assemblage, such as railroad depots, prisons, dormitories, schools, etc., and also to safeguard the water supply, bath-houses, laundries, etc. Besides these there were commissions to teach the population cleanliness, and an understanding and respect for the regulations on sanitation. Women workers and physicians were drawn into this work.

A Work for Mothers

In the campaign against venereal diseases the mothers' organizations were relied upon, the Communist youth, and the commissions for the preservation of maternity and babyhood. In all departments of public health work the Union of Medical Sanitary Workers—Vsmediksantrud—took the most active part. A device to interest the people in the work of caring for their health were the special "weeks" devoted to this or that department of sanitation. During these "weeks" the entire population was invited to participate in sanitary and anti-epidemic measures. Thus, for instance, during the spotted-typhus epidemics there were the "clean-up weeks" and the "bath-house week," which were devoted to special sanitation and personal cleanliness. "Water-supply week" was organized to prevent cholera, and during that week it was possible to enforce quickly a series of measures for improving the water supply. Such "weeks" have great educational value. They can be compared to practical exercises in schools. They instill into the population the importance of sanitary measures, and they teach the people that common endeavor is necessary for the preservation of the public health, a thing which in the Western countries has not been recognized at all.

These are the main features of the Soviet medical organization, which enabled the Commissariat of Public Health to come out victoriously from a struggle in which the greatest authorities on all sides predicted nothing but defeat. Life put us through the severest examination and the Soviet authorities passed it brilliantly.

The commissariat itself is divided into separate departments and sections. In each department and section all proposals and measures are subjected to a preliminary discussion at meetings of the workers of the respective department or section. The commissariat debates general questions in a collegium composed of managers of departments and their assistants. Thus all institutions of the Commissariat of Public Health observe the collegiate principle, which holds good with all Government institutions of Soviet Russia. On scientific questions the commissariat hears the opinions of its scientific medical council, composed of representatives of medical scientists elected by the highest scientific and educational institutions of the republic.

In conclusion, we wish to illustrate the results of the work of the commissariat by a few figures bearing on its struggle against epidemics. The number of cases of spotted typhus in February, 1920, was 401,907, in September of the same year it was 16,487, and at the present time [illegible]. During 1919 the entire number of cholera cases was 6000. At the present time this disease has been almost eradicated. The bubonic plague was localized and prevented from spreading from the Urals and the Astrakhan province and Batoum to other parts of Soviet Russia. Likewise the epidemics of typhoid fever, dysentery and smallpox have been halted.

In view of the extraordinary conditions under which this struggle had to be carried on, the results achieved cannot but demonstrate the correctness and the vitality of the principles on which the entire medical work is based.

GOOD UNION OR BAD?

(By George Soule)

On the face of it, the victory of the Amalgamated Clothing Workers in the New York market does not look like a victory for revolution. Last fall the union and the manufacturers, operating under the usual impartial machinery which provides for peaceful adjustment of all disputes, began to negotiate about wages, piece work and such matters. After many conferences a settlement seemed in sight when the manufatcurers suddenly issued an ultimatum containing demands which no union could accept—including individual bargaining. The union did not accept them, whereupon the manufacturers refused to negotiate further, broke up the arbitration machinery, locked out their employes and entered upon an attempt to destroy the union. Now, after six months, the few irreconcilables have resigned from the manufacturers' association and the rest have capitulated. What is the result? Does the union march in with red flags and take possession of the factories? Does it throw bombs into the City Hall? No, it simply restores constitutional government in the clothing industry, and proceeds to negotiate at exactly the same point where it left off six months ago. There will be a reasonable settlement, arrived at in view of the facts, about wages, piece work, production standards, and so on.

But Senator Lusk tells us that the Almagamated Clothing Workers of America is a very, very bad union. It is industrial. It is radical. It is revolutionary. The New York manufacturers, when they precipitated the recent struggle, told us the same thing. They did not really care much about lowering wages, increasing profits, and all that sort of thing. They were fighting for a principle. They were protecting Americanism against the encroachment of "sovietism." They even entered a suit for dissolution against the union, asking at the same time for damages of half a million dollars, on the ground that it was a conspiracy to seize their property and destroy their business. In view of the events which led up to the trouble this would seem like an unwarranted assertion. It would seem as if the class of employers were quarreling with the class of employes about the processes and proceeds of industry, and as if the class of employers had said, We insist on our own absolute rule in this matter, and as if the employes had said, We insist on the preservation of an industrial government which gives us a voice. Nevertheless, the manufacturers pointed not to what the union had done, but to what it had said. First of all, they pointed to the preamble of its constitution. This preamble begins with a few general statements.

"The economic organization of labor has been called into existence by the capitalist system of production, under which the division between the ruling class and the ruled class is based upon the ownership of the means of production. The class owning those means is the one that is ruling, the class that possesses nothing but its labor power, which is always on the market as a commodity, is the one that is being ruled.

"A constant and unceasing struggle is being waged between these two classes. In this struggle the economic organization of labor, the union, is a natural weapon of offense and defense in the hands of the working class."

So far one would almost suspect that the action of the employers had been carefully designed to demonstrate to the backsliding members of the union the truth of their preamble. The union had been acting as if the struggle between the two classes were not "constant and unceasing." It has been doing its best to perpetrate a peaceful means of settling disputes. But the employers would have none of that. Labor being "on the market as a commodity," and the supply of that commodity being in excess of the demand, the employers had deliberately renewed the struggle, intrenched as they were in "ownership of the means of production," and resolved as they were to rule. This action led the workers to use their union as a natural weapon of defense. It proves out like a problem in geometry.

The preamble then goes on to point out that, in order to be effective, unions must have a structure corresponding to the structure of industrial organization, that modern industrial methods have largely wiped out demarcations between crafts, and that unions must therefore be organized by industries rather than by crafts. That seems like a reasonable inference. And recent events would also tend to support the following statement: "The same forces that have been making for industrial unionism are likewise making for a closer inter-industrial alliance of the working class." Then comes the paragraph at which the employers raise their hands in horror.

"The industrial and inter-industrial organization, built upon the solid rock of clear knowledge and class consciousness, will put the organized working class in actual control of the system of production, and the working class will then be ready to take prosession of it."

Just what does that paragraph mean? The employers, through their counsel, said it means that the members of the Amalgamated have associated themselves together in a conspiracy, plotting at some time in the future to seize their factories. Justice Bijur of the New York Supreme Court, denying the motion for injunction and dissolution, dismissed the sentence as little more than a verbal flourish.

"I think the phrases quoted are quite innocuous. They express some ideal which it is hoped may at some time be achieved. But even if we do violence to its plain intendment and endeavor to read into the literal words a suggestion that it is hoped that the working class shall be put into actual control and possession of the instrumentalities of production rather than of merely the 'system' of production, as actually expressed, there is still absent any statement or even implication that this is to be accomplished by forcible or other unlawful means."

So far as the legal implications of the matter go, Justice Bijur is undoubtedly right. But we shall not understand the Amalgamated and its activities, or any similar union, unless we go a little deeper. There is a real difference between most of the labor organizations which Senator Lusk would ignorantly denounce and the old-fashioned unions which by contrast he approves. It is a difference perhaps not in kind, but in degree of self-consciousness, in maturity. What is it that kept the clothing workers struggling year after year against seemingly impossible odds until they finally were able to build a great industrial union which raised them out of the sweatshops and introduced some kind of order into the former industrial chaos of their lives? What is it that has made them stand by this union and render it victorious in a bitter struggle such as the one just ended? For surely no union ever went to battle under more unfavorable conditions and came through with so few casualties. For months before the trouble broke out there had been a severe depression in the industry, and at the moment of the breach there were not only thousands of unemployed, but those who had work had eaten up most of their savings. The vigorous open-shop campaign led the employers to make a determined attack. And to the conflict on the industrial field was added a shower of injunctions, arrests, and suits against the union for sums aggregating millions of dollars. The lockout lasted nearly six months, including the coldest weeks of winter. Yet there were no desertions of consequence from the ranks of the strikers; in spite of all, the employers could not operate their factories. The quality of courage and determination that is required among thousands of workers to endure a long and heart-breaking test of this nature implies something more than the kind of emotion which would be aroused by a quarrel over a few dollars more or less a week. It implies a superb morale, the sort of morale which can exist in any army only through the consciousness of a great cause. There must be here one of those imponderables which give life to patriotism or religion.

At the basis of this morale is an aspiration for a more just social order, which can grow only from a more just government of industry. Like the American Colonists of 1776, the clothing workers object to autocratic rule. They recognize the class conflict in their preamble, not because they like it, but because they dislike it and intend to do away with it. They know they can never do away with it by submitting unconditionally. The form of collective adjustment which they have won is like a constitution wrested by a people from a ruling class. To preserve this constitution they are willing to undergo untold sacrifices. As long as they can preserve their constitution, they intend to use it for progressive improvement of the industry which they feel by right is theirs.

It is stupidity of the crudest sort to believe that a deep motive of this sort is destructive and can in the long run injure the people or the culture of America. On the contrary, it leads to trouble only when it is thwarted. Given a chance to grow and function, endowed with recognition and responsibility, it will flower in a higher technique in industry, in a finer spirit in society. It is infinitely more hopeful than the trading instinct, the demand for a few dollars more and a few hours less, to which, according to our Luskers, "good" unions must confine themselves.—The Nation.

UNTANGLE TAX TANGLES

"Teachers are coming to realize that the tax question is one of the most serious of present day problems," says the bulletin of the American Federation of Teachers.

"It is closely related to school problems. Teachers can serve the public in no better way than by familiarizing themselves with the present tax system and its failure to provide adequately for the maintenance of a school system in keeping with our national life. The real sources of wealth are practically untouched. Reforms in taxation must take place. In what direction these reforms are to be made, needs careful consideration. In this let the teachers take their part."

Comment from the Antipodes

Viewpoint of Our Australian Fellow Unionists

The power that gives us the gift to see ourselves as others see us is the Australian labor press.

We'll Say They Know US

A recent issue of the Maoirland Worker contained the following breezy comment regarding the New Zealand Alliance, which is strongly urging the adoption of prohibition on the American plan:

"The N. Z. Alliance has a very peculiar idea of propaganda on behalf of its Cause. In the latest issue of the 'Vanguard' appears a half-page advertisement headed

"LABOR UNREST AT HOME
"PEACE AND PLENTY IN UNITED STATES
"TURBULENT TIMES IN THE BRITISH BEER GARDEN
"U. S. A. WORKERS' SAVINGS NOW HELP THEM

"All of which is, of course, so much twaddle. Unemployment is greater in U. S. A. than in Britain **with a greater ruthlessness in exploitation.** So far as Labor is concerned, it has nothing to learn from America, and if prohibition means the introduction of American industrial methods in New Zealand, we will be well advised not to touch it with a forty-foot pole."

We heartily agree with the sentiments expressed by our Maoriland comrades in toil. They know how to fight for a free press and speech, and how to keep it.

Their hostility to the introduction of "American" industrial methods reveals commendable perception. However, it is nearly time for some of us to take a lesson from the workers of the Antipodes.

The American Model

The Australian Worker says: "For some time past America has been lauded to the skies by the daily press of Sydney as a glowing example for Australia to keep in mind.

"Particularly do the relations between Capital and Labor in the land of the Pinkerton strikebreakers and Cripple Creek massacres appeal to the finer feelings of these notoriously democratic journals.

"They are filled with admiration of the refusal by the American Federation of Labor, under Samuel Gompers, to endorse the principle of direct action, and the wholesale lynching and deportation of American citizens who cannot see eye to eye with the complaisant Samuel in this regard adds fuel to their fiery enthusiasm.

"To them, the United States is the paradise of the toiler, who spends much of his vast earnings on motor cars and fur coats for his wife and daughters.

"Mr. Gompers, too, has denounced the methods of Lenin and his followers in Russia as bloody and brutal, and has bidden his henchmen to have nothing to do with the Muscovite heresy.

"He is, as a consequence, highly popular in America and Australian capitalistic circles. That other leader of Labor, Eugene Debs, whose opinions are at the other end of the scale, is safely tucked away in jail, and likely to remain there, the which is, no doubt, all for the best, in **this best of all possible worlds—for the capitalist.**

"But alongside the eulogies of American labor conditions have lately appeared several cables announcing the exposure of a ghastly system of peonage in the Southern State of Georgia.

"Peonage is a delightful institution in some of the American States, whereby people, unable to pay fines or debts, or—what is much more important—to grease the palm of authority, are hired out involuntarily to contractors, to work out the fine or debt.

"Naturally, the contractor, by various means, retains his free labor as long as possible, and discourages attempts to escape with shotguns, bloodhounds and 'blacksnakes,' the latter an extremely effective flogging implement popular in the 'Old South.'

"As the contractor has the feeding of his charges, as well as the disciplining of them, it is not surprising to hear that deaths among the peons are quite frequent.

"Of late years, owing to previous exposures in Alabama, the pleasant custom is mostly practiced on negro offenders.

"It is the irony of fate that Georgia, devastated by Sherman to set the negro free, seems to have turned again to her old-time idols of negro slavery, with the vilest and cruellest accompaniments.

"Yet in the United States the negro is a citizen and a voter. When he has tired of denouncing the bloody and brutal Soviet, Mr. Gompers might turn his attention to the cultured South and its peonage pastimes.

"And our admiring daily press could tell us, at the same time, whether their admiration of the American methods of 'blacksnake' and bludgeon isn't really rooted in an intense desire to get those methods introduced into the Australian 'industrial turmoil'—the employer wielding the 'blacksnake' and bludgeon, of course."

It is, perhaps, well for the tranquility of our Australian comrades that they have overlooked a few trifling (?) incidents which mean nothing in our young lives. There is the black hole of Ludlow; the Bisbee deportations, and the Mooney case which furnished food for reflection. In addition there is the glaring fact that over forty thousand miners in Alabama have been deliberately brought to a stage of starvation by the coal barons, aided by the State government. Thousands of our school children are reported—even by our reluctant Associated Press—as going through school undernourished. Even at this time, corporation thugs, supported by State cossacks and militia, are drawing a ring around the devoted band of miners of Mingo County, West Virginia. The miners' little tent colonies are being subjected to the attacks of ruthless hirelings employed by mine operators, and it is only a matter of time when these aggressions will force them from their homes forever, or subjugate them to the most unscrupulous exploitation.

The seamen of the Antipodes are not yet acquainted with the fact that the United States Shipping Board—which has cost the taxpayers in excess of $3,000,000,000—has recently been used as an instrument for destruction of our marine unions and degradation of our seamen. They are not yet aware of the fact that the pennies which were mulcted from the suffering children of our tenements, in tax upon their cornucopias, has been spent, through the agency of the Shipping Board, for strikebreaking purposes.

The Australian Worker has good reason to view with suspicion the introduction of propaganda for institution of the American plan in that country, and when he realizes what it means, he will understand the necessity to oppose it with all the resources at his command.

The Same Everywhere

According to the Maoriland Worker, "Farm and station workers who had their wages cut as the result of the decline in the prices of agricultural and pastoral produce are not to be isolated in their enjoyment of the benefits of the Treaty of Versailles, which has disorganized the industrial and commercial life of Europe, thrown millions of its populations out of employment, and so destroyed the market for New Zealand wool. The seamen are now to join their happy band. According to the New Zealand Times, 29/4/21, there is now a shipping slump, in consequence of which several coastal steamers are to be laid up. It seems that cargo is neither coming from Britain nor leaving New Zealand, and in the circumstances of capitalist industry the seamen are to pay for this by a period of unemployment, **during which, of course, the advantages of lower wages will be seductively placed before them.** Glorius result of the war for democracy! When will the wage-earners realize that if they allow their jingo politicians to smash the market for the goods they produce to gain an illusory indemnity they are simply bringing unemployment and wretchedness upon themselves? When?"

We Admire His Judgment

The cables announced the other day that W. D. Haywood, formerly general secretary, I. W. W., and the Western Federation of Miners, who was sentenced to twenty-five years' imprisonment under the Conspiracy Laws of America, was missing from America and was reported to have been seen in Riga, en route to Moscow. Haywood was out on bail to the tune of $25,000 and decided that the "tyranny" of Moscow was preferable to the "freedom" of the United States, so got a move on whilst the going was good.—Maoriland Worker.

OIL IN PHILIPPINES

There has been one thousand tons of oil-drilling machinery and supplies landed on the Bondoc Peninsula in the Philippines recently, and it is expected that oil-drilling operations will soon begin. A special road is being constructed to transfer the machinery to a point three and one-half miles inland, where the petroleum deposits have been located.

SURE CURE FOR PROFITEERS

An English news exchange tells of a severe law against profiteering, recently instituted in Persia. In one case, prices of bread were so high in a southern Persian town that the Governor haled out the chief baker and nailed his ears to a tree in the market square. Prices fell rapidly after that!

Pacific Coast Marine

Extensive repairing on the big liners "Keystone State" and "Wenatchee" will be undertaken at Seattle, Wash., when the vessels arrive from their present voyage. The "Wenatchee" was seriously handicapped on her maiden voyage across the Pacific by the failure of her present condensers to assimilate salt water.

The new liner "Silver State," of the Admiral Line, collided with the schooner "Elizabeth Ruth" when about seventy miles from Havana. The "Silver State" is a new vessel built by the Shipping Board, and is making her initial appearance on the Pacific Coast.

The steamer "Queen," of the Pacific Steamship Company, arrived in San Francisco, in tow of the steam schooner "Johanna Smith." Following accidents to feed pumps and inability of inexperienced engineers to make the necessary repairs, the vessel with 140 passengers aboard was picked up, drifting helpless off the Oregon Coast, 397 miles north of San Francisco.

Bound for Coronation Gulf, far to the eastward in the Arctic, the Canadian motorship "Lady Kindersly," of the Hudson Bay Company, sailed from Seattle recently laden with supplies for the stations of the Royal Canadian Mounted Police and the trading posts of the company on the northernmost rim of the North American Continent.

The United States authorities in the Northwest are looking with suspicion on the placing of sealing craft in commission, which have laid up in British Columbia waters for a number of years. Many officials are of the opinion that the object of these small craft operators is to smuggle booze into the United States. A thriving bootleg industry can be established in this manner.

The steamer "Admiral Evans," which was picked up disabled off Crescent City, California, by the steamer "Admiral Schley," arrived at Astoria in tow of the tug "Wallula." E. E. Johnson, temporary Portland manager for the Pacific Steamship Company; J. G. Gilmour, port engineer from Seattle, and Captain W. C. McNaught, marine surveyor, inspected the vessel which was the first of the company's intercoastal fleet to leave San Francisco for Portland since the strike.

Fire that was discoverd on the new liner "Buckeye State," while the vessel was off the coast of Maryland en route to San Francisco, is believed to have damaged the craft considerably, and the vessel has put into Baltimore for repairs. Officials of the Matson Navigation Company state that in the event that the damage is such it will delay the craft more than a few days, arrangements have been made to place the steamer "Hawkeye State" on the "Buckeye's" run. The "Hawkeye State" is at present nearing completion in Baltimore for repairs and alterations. There are about 170 passengers on the "Buckeye State" coming out to this port, and a heavy shipment of Eastern cargo for here and Harbor delivery. Both passengers and freight will be taken by the "Hawkeye State" if the change is found to be necessary. The "Buckeye State" sister ship of the "Hawkeye" met on her maiden trip to the Coast when a breakdown caused calls for repairs.

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Silas B. Axtell, author of the book, has been attorney for the International Seamen's Union, Eastern & Gulf Sailors' Association, Marine Cooks & Stewards' Association, Marine Firemen & Oilers' Association and for seamen of the world, of all countries and nationalities for twelve years; has probably argued, tried and appealed more cases for seamen than any other single attorney in the United States.

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INFORMATION WANTED

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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INFORMATION WANTED

Mrs. L. Greenberg, 31 Lambert street, Roxbury, Mass., is anxious to ascertain as to the whereabouts of Charles Kasak, a member of the Marine Firemen's Union of the Atlantic, last heard of in New York, October, 118. 6-22-21

Mrs. Margareth Watson is anxious to ascertain the whereabouts of her husband, John Watson, who left Seattle on board the S. S. "Jadden," and was then heard from in June, 1920, on board the S. S. "Quaker City," at Philadelphia. Anyone knowing his whereabouts, kindly communicate with his wife at 3420 Thirty-ninth avenue S. W., Seattle, Wash. 6-22-21

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va. 3-9-21

Anyone knowing the whereabouts of John Johnsen, a native of Bergen, Norway, and a member of the Sailors' Union of the Pacific; last heard of in Norfolk, Va., on board the S. S. "Lake Texan," kindly communicate with his brother, Andrew Johnsen, P. O. Box 65, Seattle, Wash. 4-27-21

Anyone knowing the whereabouts of Robert J. Philpott will please notify his mother, Mrs. Philpott at 547 East Julian Street, Savannah, Ga. Philpott's father has died, and his mother is anxious to have him return. 4-20-21

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Weekly News Letter

Contributed by the American Federation of Labor

Despotism Sustained

The Kansas Supreme Court has upheld Governor Allen's "can't-strike" law on the theory that the Act "is a valid exercise of the police power of the State" and that it does not violate the Federal Constitution, which prohibits involuntary servitude.

This use of a State's police power indicates the length some Courts will go if special interests were unchallenged in its manufacture of an artificial public opinion.

Health laws, the destruction of diseased food, protection of public morality and all forms of social legislation and regulation are functions of police power of the State.

This power has never been rigidly defined. Courts decline to set its limitations, for the very good reason that it rests on education, experience and the people's welfare.

It is a common-sense fiction that must be supported by a strong, solid, enlightened public opinion before Courts apply it.

In short, the police power of a State legalizes what the public as a whole accept.

The Kansas Supreme Court now declares that the "can't-strike" law can stand this test. The Court necessarily gets into deeper water when it takes this position, and rules that it is not involuntary servitude when workers are jailed if they quit their employment.

It seems incredible that a Supreme Court would say this law is sustained by public opinion, as understood and defined.

This view might be expected from a police magistrate or a village justice of the peace, whose viewpoints are limited to their jurisdictions and to the views of secret political backers.

A State Supreme Court, however, is not supposed to ignore facts.

This Court is blind to the unanimous rejection of "can't-strike" laws by every other Legislature that has been asked to approve same.

It overlooks opposition to the law in its own State, where organized labor, organized farmers and an increasing number of business men refuse to accept the Act.

It takes no notice of hostility of many Kansas legislators and the growing conviction of thinking Kansas citizens that the Act was inspired by big business, and that the numerous increases in rates charged by public utility corporations sustain their suspicion.

The Court failed to balance these facts against the tom tom beating of Allen cohorts, the sophistry of special interests and the shrieks of tis venal press.

The Kansas State Supreme Court has failed to interpret sound public opinion of that State and when the "can't-strike" law is repealed this estimate will be verified.

Labor can hasten this day by greater agitation for human liberty and social justice.

The police power of the State is an educational process that wage earners must assist in developing. This power must never be used against human liberty.

It must not be a defense for slavery.

If this educational process is surrendered to special privilege and its political agents, decisions like the present one will result.

Agitate! Educate! Organize!

Burlesonism Jolted

Postmaster-General Hays has jolted Burlesonism and post office autocracy by this order:

"Postmasters are authorized to grant hearings to employes or representatives of employes who may so desire in connection with the remedying of local conditions in the service which are in the interest of the postal service and the welfare of the employes, and to take such action as may meet with their approval and be within their authority to correct.

"If departmental action is necessary to change practices or policies, or to correct abuses, of if the postmaster is in doubt as to the procedure in the circumstances, prompt report of all the facts should be made to the proper bureau officer with appropriate recommendations.

"No discrimination should be made in favor of any particular individual employe, any particular group of employes, or any particular organization, but all should receive like treatment and consideration."

West Virginia Probe Blocked

A probe of mining conditions in certain sections of West Virginia was postponed by senatorial oratory that made scant attempt to conceal oppositon to the plan.

The resolution was presented by Senator Johnson. West Virginia coal owners profess friendship for the probe, but certain Senators who are not unfriendly to big business suddenly awoke to the need for economy. They also deplored the tendency of "Federal interference."

Senator Johnson insisted that sections of West Virginia maintain a supergovernment in defiance of the Federal Constitution, and that anarchy is along the Tug river, which divides Kentucky and West Virginia. The talk continued until the time for unfinished business when the resolution was laid over.

Out-of-works Increase

Manufacturing operations in New York continued to decline from April to May, reports the New York State Department of Labor. The May decrease in employment for the manufacturing industries as a whole was 2 per cent. During the period from March, 1920, to May, 1921, employment in factories declined 27 per cent. This would indicate that the numbers of factory workers employed in the State in May was at least 400,000 less than in March, 1920. The May number of workers was slightly below that reported in January, 1915, when employment reached its lowest level during the depression of the winter of 1914-1915.

The necessity of industrial organization knows no law except that of human progress.

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

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(Continued on Page 11)

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ALLIED PRINTING TRADES LABOR COUNCIL SAN FRANCISCO

WEDNESDAY, JUNE 22, 1921.

BENSON'S RESOURCES OPERATE

According to press statements, the C. C. Thomas Post (Navy) of the American Legion, has promulgated resolutions asking that former service men be given preference in the U. S. Army Transport Service, Shipping Board vessels and Government harbor craft.

The resolutions call for the manning of these vessels with crews of which 75 per cent are ex-service men, when such proportion are obtainable.

Care has been taken by the proponents of the resolutions to assert that the action has no reference to the marine strike, but in spite of his fact the strike-breaking nature of this recent action—timely for the shipowners in their lockout of the Marine Unions—is too well evidenced to be covered.

The action taken by the Legion Post is in conformity with, and direct answer to, Admiral Benson's appeal for loyal and Patriotic seamen to man Shipping Board vessels—which means also vessels operated by private shipping interests, inasmuch as the operations are co-related and in most instances interlocked to such extent as to be one.

Admiral Benson has capitalized the patriotic sentiment and spirit for recruiting in Government service as an instrument with which to crush the seamen of the American Merchant Marine.

This situation, being thoroughly understood and well credited throughout all the ports of the seven Seas, it cannot fail but injure and finally destroy the prestige of American seamen abroad, both naval and merchant. The fact that the recruiting service spirit has been exploited even in [illegible] a quasi naval aspect to the operations, and the boys of the Navy have placed upon their reputation a stigma which they do not rightfully deserve. In the many foreign ports to which they will go a reputation as strikebreakers will have preceded them. American seamen will be reputed and despised as scabs in all the ports of Europe, Africa, Central and South America and Australia.

In Australia, New Zealand, Central and South America our reactionary and intolerant tendencies are already regarded with suspicion by the workers, and it is not fair to our naval personnel to place an added stigma upon them.

The Shipping Board, as operated under the present administration and under the dictatorship of Admiral Benson, has not only destroyed the possibility of maintaining an American personnel, but it has brought everlasting discredit upon the reputation of our seamen. The Shipping Board impregnated maritime workers of the whole world with the belief that the quality of American patriotism is strike-breaking; and that to be a strikebreaker is the highest aim and ambition of all who desire to style themselves Americans.

There is no doubt that the history of the Benson dictatorship will be spread throughout every country where seamen travel; because it is not natural that such grievous wrongs as they have suffered will be concealed in the breasts of those upon whom they were exercised.

It would be much more to the credit of the American Legion (Navy Post) if they would discover the source of agitation for the passage of resolutions which tend to reflect upon the manhood of its members. They should note the individuals responsible, their connections and the possible impelling motives for their actions. If they do not take time by the forelock and give the lie to the present belief, that their movement can be exploited by organized greed, to degrade the maritime workers; they are likely to carry down through several decades a reputation as scabs, which a more enlightened working class in the ports of the Seven Seas will fasten upon them.

TIME FOR SELF-APPRAISEMENT

Evidence continues to accumulate which leads to the belief that recent legislation for restriction of immigration into the United States was entirely unnecessary. That the peoples of foreign countries no longer desire to partake of our hospitality (?) is becoming more and more manifest.

The United States, at this present date, has no real friend in any of the European nations. We are cordially hated by the Central and South American Republics, and finally subject to caustic comment from the Antipodes. With the possible exception of China, we, as a nation, have not a friend in the whole world.

There must be very substantial reasons for this situation, and the sooner we recognize and endeavor to remedy the evil the better for our general prosperity and happiness.

Perhaps two of our most glaring faults is the pronounced arrogance of a few new-made money hogs while traveling abroad, and our intolerant attitude towards many strangers within our gates.

Unless we desire to become a people separate and apart from the rest of the world, at least, a limited measure of consideration must be given to the sensibilities of others. We should recognize the fact that they also are human and are possessed with the same feelings and rights as ourselves.

The various brands of so-called Americanism which are each racing and struggling for their own supremacy, coupled with a certain disregard for that which is strictly just and right in our national dealings with weaker peoples, has tended to bring upon us universal dislike. It might be a good plan for us to discover the exact nature of the faults before feeling against us becomes more intense. If it lies with ourselves, we must discover a method of cure, if with others, and they happen to be weaker as a nation, we could easily afford to seek a way to better understanding.

Since our war with Spain we have not sufficiently checked our tendency to swagger. The swash-buckling to which we have been disposed needs to be curbed, because the display of such characteristics is not worthy of Americans, neither does it represent the spirit of true Americanism.

It is unfortunate that our political field has been unable to develop a statesmanship qualified to meet big problems in proper manner. Our politicians seem to be more concerned with pork-barrel issues than capable of meeting the large questions.

In order to enjoy that happiness which is rightfully ours, we must be true to ourselves as Americans in every sense that the term was intended to imply.

Therefore, let us take appraisement of our national characteristics and see if they measure up to what should be the standard.

While the brutal indignities to which the crew of the "Rolph" were subjected are regrettable, it is hard for us to feel a maximum of sympathy for the victims. It is almost beyond belief that in these days of enlightenment a body of men can be found who would tamely submit to the aggressions of such brutes as the mate Hansen. If all seamen had displayed the same quality of spirit as embodied in the crew of the "Rolph," the shipping interests would not at present be concerned in efforts to destroy our unions, because there would not have been any for them to attack.

It must be a cold, clammy fear that will hold men trembling in a forecastle while listening to the cries of the cook and an old carpenter as they are tortured by a human gorilla.

It is hard to understand how sailors, worthy of the name, could permit themselves to become overwhelmed by craven influence. Their failure to go to the protection of the old carpenter, cook, or each other, stamps them as falling short of those qualities which should be embodied in American seamen. They should have met the savage aggressions of the mate and subdued him irrespective of what consequences might follow.

Perusal of the statements, as told by the victims leads to the belief that the non-resistance of the mixed pick-up crew invited further and continued aggressions by the "bucko."

It would have been much better for the world at large and more credit to the crew if the brutal mate had been observed taking off his oilskins in the water instead of the unfortunate young sailor.

Admiral Benson must realize by this time that he undertook a man-sized job when he ventured out to subjugate the organized seamen of the country.

FIGHT U. S. SEDITION BILL

A campaign against efforts to fasten a peacetime sedition law on the country was announced recently by the American Civil Liberties Union in an appeal "to the friends of free speech" to help defeat the Sterling Bill in the United States Senate, where it has just been favorably reported by the Judiciary Committee. A similar bill was passed by the Senate a year ago and defeated in the House. Opponents of the measure believed that the issue was dead. The report bringing the Sterling Bill before the Senate came unexpectedly without hearings or agitation for its passage.

The bill punishes the advocacy in speech or print of the "overthrow of the Government of the United States by force and violence," forbids the distribution in any manner of matter construed by the Post Office Department to advocate it, and prohibits the display of any flag intended to symbolize it.

The Civil Liberties Union's attorneys assert that every offense at which the bill aims can be effectively reached under present provisions of the Criminal Code, and that the bill in practice would be used chiefly against persons advocating radical ideas in general, and not merely against the advocates of violence specified in the bill. "The history of prosecutions for the use of forbidden language," says the statement of the Civil Liberties Union, "proves conclusively that they can never be confined to the language of the Act. They always reach out to jail any person against whom the forces of prejudice, class-interest or hysteria can successfully be brought."

Other objections to the bill advanced by the Civil Liberties Union are:

First—The bill punishes words merely for their supposed tendency, not for their actual meaning. It leaves to prosecutors, judges and juries the definition of what constitutes the crime. That is properly the function only of Congress.

Second—The bill establishes a censorship of the press in advance of publication, which is a violation of all previous laws on the subject and of the constitutional provision for freedom of the press.

An amendment to the bill has just been introduced by Senator Wm. E. Borah to offset its provisions by punishing any officer of the Government who interferes with any person in the exercise of his civil rights. "In view of the illegal practices of the Department of Justice under Attorney-General Palmer," says the Union's statement, "this amendment ought to assume a lively debate in the Senate."

Albert DeSilver, a director of the Civil Liberties Union, in charge of the campaign against the bill, urges "friends of free speech" to protest to Senate leaders at once, addressing letters especially to Senators Wm. E. Borah, Boies Penrose, Geo. H. Moses and Henry Cabot Lodge. The bill is numbered S. 1375.

President Harding has appointed T. V. O. Conner as a member of the United States Shipping Board. The appointee is president of the International Longshoremen's Association. He was recently appointed a member of the New York State Industrial Commission by Governor Miller, but resigned after serving two weeks.

BENSON'S GOLDEN RULE

Ye seamen of the Yankee ports,
In future you'll abide
By Uncle Sammie's shipowners,
When for you we decide.

That your wages need a trimming,
From upward down, I guess;
You'll meet in a respectful way
The Shipping Board's request.

Your hours they will be lengthened
From eight to twelve a day,
To give you all but little chance
To while your time away.

We will insist, just as before,
To work you overtime,
But payment for such little deeds
We will certainly decline.

You still may sail just for awhile,
But then you must be willing,
For there's lots of coolies to be had
Just now for twenty shillings.

You must not be a Union Man,
For that's not to a liking;
If you don't like the Yankee plan,
You'd better go to hiking.

This is for you the Golden Rule,
As we see fit to make it,
So knuckle to our Shipping Board,
For you have got to take it.

—Fr. Harms.

MINERS SHOW DETERMINATION

The bulldog determination of striking British miners has been further exemplified in their rejection of the latest compromise offer by mine owners. The miners have never taken their vision from their cause. They know what they want and are willing to suffer all the hardships that British capitalists can heap upon them in order to obtain justice. This display of solidarity in the face of desertion by those who should have stood with them shoulder to shoulder, is an inspiration to workers in all parts of the civilized world. Labor everywhere owes a lasting debt of gratitude to the British miners. Their fortitude strikes as a star in the darkness of the present tendency towards industrial or group slavery.

When the history of freedom's struggle is written the heroic character and excellent worth of these devoted toilers will stand prominent in the regard of succeeding generations.

MEMBERS ARE INTERESTED

Due to the fact that the lockout has given many of our members more spare time than is usually their lot, those with literary inclinations are shooting in contributions to the JOURNAL, most of which contain the necessary merit for publication.

This week the JOURNAL office has been buried under an avalanche of correspondence, for which we are truly thankful, inasmuch as it shows that the organized seamen are interested in **their** JOURNAL.

The members of the Atlantic and Gulf branches have displayed a spirit for progress and solidarity which is exceptionally inspiring.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., June 20, 1921.
Regular weekly meeting came to order at 7 p. m., John Vance Thompson presiding. Secretary reported situation unchanged.

ED ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED ROSENBERG,
Secretary pro tem.

Vancouver, B. C., June 13, 1921.
Shipping dull; situation satisfactory.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, June 13, 1921.
Shipping dull; situation satisfactory.
K. E. LEHTO, Agent.
2016 North 30th Street. Phone Main 808.

Aberdeen Agency, June 13, 1921.
Shipping dull; situation satisfactory.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Seattle Agency, June 13, 1921.
Shipping dull; situation satisfactory.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, June 13, 1921.
Shipping dull; situation satisfactory.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, June 13, 1921.
Shipping dull; situation satisfactory.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, June 6, 1921.
Shipping dull; situation satisfactory.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., June 16, 1921.
Regular weekly meeting came to order at 7 p. m., Eugene Burke presiding. Secretary reported situation unchanged.

EUGENE STEIDLE,
Secretary.

86 Commercial Street. Phone Kearny 5955.

Seattle Agency, June 9, 1921.
Situation unchanged.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, June 9, 1921.
Situation unchanged.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, June 9, 1921.
Situation unchanged.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

L. Lundberg, No. 1118, a native of Finland, age 43. Died at Camp Kearny, Calif., June 15, 1921.

W. Wall, No. 169, a native of Ireland, age 51. Died at Port Adelaide, Australia, January 16, 1921.

The Denver Convention of the American Federation has been confronted with the knottiest problems that ever disturbed the labor movement of this country. The leaders find themselves up against a situation which calls for entirely new tactics. Old methods which have worked successfully have been proved incompetent to meet the requirements of the present industrial struggle. We trust the necessary changes in mode of operation will be initiated.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

SEAMEN'S JOURNAL:

The delegate from the Gulf Coast Division of the International Longshoremen's Association to the American Federation of Labor Convention goes instructed to make every effort to bring about a closer working understanding with the International Seamen's Union. The union longshoremen who gave those instructions are not so particular as to methods of bringing about a greater solidarity among shipworkers, just so long as the desire is accomplished. What really concerns them as well as the union seamen is getting results.

The out-of-date method of hog-tying ourselves by contracts, that expire for different crafts at different times, might look a whole lot better to the reactionaries in the labor movement than it does to the longshoremen in this port. It should not look any better to union seamen or any other transport or marine workers. This condition must be changed in the interests of all concerned; if ever there was need of unity and joint action it is right now.

The Galveston longshoremen's delegate is instructed to force this matter on the floor of the convention and compel that body to go on record in its attitude towards greater solidarity as well as its attitude towards the American Merchant Marine. In the light of recent events, the time has arrived when the public, and especially organized labor, are justified in demanding a clear-cut expression or declaration of policy regarding the American Merchant Marine, as favored by the A. F. of L.

We desire to know whether the American Federation of Labor Convention will favor operation of the American Merchant Marine for service in the interests of all the industries of this country, rather than for certain profit, in order to insure said industries an equal chance with those of other nations.

The American Federation of Labor should be put on record as to whether it favors the sale of Shipping Board vessels to private operators. The vessels were built with the people's money and should not operate for private interests. Past experience has proven conclusively that no laws can be enacted that can effectually control such interests.

There has been no method devised that will operate with success to prevent private or corporate owned shipping lines from entering into secret agreements as to passenger or freight rates, labor control or other items of operation, and whether these interests are of national or international character makes no difference. This has been proven so often and conclusively that it is a waste of time to corroborate the statements.

Shipping affairs at this time are in a sad tangle, but could be of great benefit to the country at large if efficiently handled; in general, the situation in just this:

The United States Government, by virtue of its control of a large merchant fleet operated by the Shipping Board, has the power to destroy, in a large measure, the actual value of other shipping with which they may come in competition, without regard to the nationality of the shipping.

By retaining this fleet and operating the same under efficient management, it could work more than any other agency in giving stability to values and keeping the industry on a permanent stable working basis.

The effect which goes with the fleet operation touches all other industries and contributes its part to the prosperity or depression of this country. This is the power that big financial interests are so anxious to separate our Government away from, and to appropriate the same to themselves, with all that goes with it.

If the American Federation of Labor intends to ignore the greatness of this question, or is inclined to favor those interests inimical to the American Merchant Marine—therefore, American seamen—organized labor should be informed. We cannot afford to have that kind of misjudgment carry. If they are opposed we ought to know it, and the convention should go on record and place its policy before the whole country.

If the farmers, millers, manufacturers and merchants, outside of the predatory interests, could be awakened to the realization of the insidious designs of those interests now operating for destruction of our national marine, a great number of peanut-brained politicians in the House and Senate would speedily change their attitude on the Shipping Board question. They would immediately stop the attempt to drive Americans from the sea.

It is impossible to ignore the activities or strength of those interests which are so determined to obtain control of our public owned ships; there is no reason or sense in trying to misunderstand the certain danger lurking in their schemes.

Forty-eight stable Railroad Commissions, supplemented by a Federal or Interstate Commission to regulate rates, recognizes the fact transportation rates and conditions affect the country's industrial life. The records of these commissions are additional proof.

The A. F. of L. convention must decide whether to favor retention of the Shipping Board vessels, with their power for good or evil, in the hands of the Government, or whether they shall be allowed to fall into the hands of predatory operators. The American labor movement should go on record at this time for Government ownership of such a powerful fleet and use every effort to block the international conspirators' crafty game. JAMES MURRAY.

HOW THEY FOOLED THE ADMIRAL

It is alleged that the following conversation took place at a meeting of the Shipowners' representatives with Admiral Benson. While this account may not be accurate in every detail, we have not, up to the present time, heard anything to the contrary:

Scene: A large comfortably furnished room with a long table in the center, at which are seated the representatives of the Shipowners' Association. Admiral Benson is at the head of the table, his clerk on the left and the leader of the shipowners' representatives on the right side of the Admiral.

Admiral B. (smiling benevolently at the shipowners' representatives): Well, gentlemen! You are now acquainted with the terms and conditions proposed by the United State Shipping Board, do you agree to them?

Leader of the Shipowners' Representatives (bluffing): Well, Admiral, the working conditions are rather too good; they are better than the conditions they worked under, say, thirty years ago, as any one who has read "Two Years Before the Mast" can appreciate, and a reduction of 15 per cent in wages is ridiculously small when you consider the recent decline in retail price of sugar, and I am sure owners of private vessels will have great difficulty in making both ends meet if we continue to pay such exorbinant wages; we had hoped for a reduction of at least 50 per cent.

Admiral B. (doubtfully): I really don't know what to say. I have had my clerk study the matter and he assures me that the men will not be able to buy even the bare necessities of life if I reduce them any more than 15 per cent. But you surprise me when you tell me that the price of sugar has declined. Has anything else gone down?

Leader of S. O. Rs.: Oh, yes, sir; several things.

Admiral B.: What things?

Leader of S. O. Rs.: Why, er-er (turning hopefully to other S. O. Representatives) what other things have gone down?

One of S. O. Rs. (quickly): Why, shoe polish, Admiral.

Leader of S. O. Rs.: Yes, of course, shoe polish, Admiral.

Admiral B.'s Clerk: That does not help them much, sir. Why, some of them don't polish their shoes at all.

Admiral B. (surprised): What! Do you mean to tell me that there are human beings in the United States of America who never polish their shoes? Good Lord! What are we coming to? Never mind! What else has gone down?

Another S. O. R.: Paper, sir.

Leader of S. O. Rs.: Yes, indeed, Admiral, paper sells for less than half the price it was during the war. Now, supposing it cost a family $60 a year for paper, to light the fire in the morning during the war, they can now buy the same amount for $30. Why, in ten years they can save $300 on paper alone.

Admiral B. (decisively): Enough! You have convinced me, gentlemen. I shall order a 15 per cent reduction to go into effect at once, and shall consider a further reduction to go into effect after thirty days. Are these terms satisfactory to the private shipowners?

Leader of S. O. Rs.: As I said before, Admiral, it will result in great hardship to the private shipowners to accept terms

that provide for the slight reduction of only 15 per cent, but the shipowners were ever loyal to their country and their flag in the hour of need, and recognizing the great national crisis in which we are about to be drawn, the Shipowners' Association loyally accepts the terms and conditions laid down by the United States Shipping Board, even though it means the sacrifice, for a period, of some of our profits.

Admiral B. (grasping Leader's hand, and trembling with emotion while tears roll down his cheeks): Thank you, sir. Such loyalty as you have shown I never believed existed. It touches my heart. The country can never repay you.

Leader of S. O. Rs. (anxiously): You will not forget, Admiral, your promise of a further 15 per cent reduction within thirty days?

Admiral B. (still speaking with emotion): As if I could forget a promise to you. Indeed I will not (pulling himself together). Well, all that remains to be done is to order the unions to get back to work under the new terms and conditions.

Leader of S. O. Rs.: I am afraid the unions will not agree to them; they are very stubborn.

Admiral B. (surprised): But I shall order them to agree.

One of the S. O. Rs. (alarmed): But we don't want them to agree; we want to abolish the u———

Another S. O. R. (pulling him aside): Sh,— you fool, there's no need to tell him that.

Leader of S. O. Rs. (to Admiral B.: I am afraid they will not obey your order.

Admiral B.: Nonsense! I am an Admiral; I will have them courtmartialed. The idea! I have been in the Navy all my life. I have never given an order that was not obeyed instantly. I'll put em in the brig over the side, bobtail them, eh?

Leader of S. O. Rs. (wishing to spare the Admiral's feelings): They will pretend not to hear you.

Admiral B. (angrily): I will make them hear me. I will fire a gun to attract their attention. Ho, there, gunner ahoy! (Gunner enters.) Fire the loudest twelve-inch gun you have, first two guns, fire a dozen, make a lot of noise (gunner salutes and leaves at the double). I'll teach them to pretend not to hear me. I'll have them strapped over a cannon and flogged with a cat-o'-nine tails.

(Sound of guns firing is heard, followed by the shouting of an approaching crowd which stops under the windows and gives three cheers for Admiral B.)

Admiral B (flattered): Ah! it is the sailors. I am sorry I was so severe with them, but discipline is discipline. (To clerk) Go out and see what they have to say (clerk leaves). You see, gentlemen, what it is to be an Admiral. They have come to say they are sorry they did not obey me at once, and that they will agree to the new terms immediately (enter clerk).

Clerk to Admiral B: It is the sailors, sir!

Admiral B: Yes, yes. What do they say?

Clerk (hesitating): They heard the guns, sir,——

Admiral B. (impatiently): Yes, go on, go on!

Clerk (desperately): They came to cheer you, sir, because they thought you had agreed to give them the former pay and conditions and were saluting them with cannons.

Admiral B.: God! (falls down in a faint.)

Shipowners' representatives leave highly satisfied, and,——

Curtain. J. P. H.

DIET FOR WORKERS ONLY

The delectable qualities of French dishes has received world-wide renown, but there are some articles of food which might be appetizing in France that do not appeal to the taste of American palates. For example, a special correspondent of the "London Daily Express" states that:

"Ashley, a little hamlet of scattered cottages, well away from the motor highways, is the place where horses that have fulfilled their span of good service, are killed, cut and dressed ready for the tables of the **Paris work people.** Any sort of horse with 'beef' on it is taken there.

"The business is extensive. A Boulogne firm, with meat shops in that town and in Paris, are responsible for it. More than a hundred horses a month are slaughtered and shipped across the Channel. The French people use the yards and stables of F. C. Spain, a licensed horse slaughterer, who holds the certificate of the Board of Agriculture and Dover for the traffic.

"Horses are brought from all parts of the country to Ashley to be killed.

"Nothing but the 'humane killer'—as painless and quick as any form of death—is used. A Dover veterinary surgeon inspects the live horses and dead meat, and signs a certificate, attached to each carcass, that it is fit for human food.

"The prices paid by the French company for the animals vary from $52.50 to $95 a head, the average being about $65. Each carcass is specially treated. It is 'blown up' by an air pump. This has the effect, it is said, of giving the flesh a good appearance for the retail trade. The meat is then packed in crates and sent by motor lorry to Folkstone for shipment to Boulogne.

"'Our business,' said Spain, 'is carried out on the best possible lines. The French firm rent by premises by paying me a certain sum for each horse killed. I also buy horses for them, mainly working the markets in the Kent district. They have, in addition, another purchasing agent who goes farther afield. The horses are all worn out, old, or in some way unfit for work.'"

It will be noted that the antiquated horse meat is "for the tables of the Paris work people" only, the leisure or parisite class regale themselves on much choicer viands. However, inasmuch as the workers of France are inclined to submit to any form of degradation by their masters since their glorious (?) victory, what could be more appropriate than that worn-out horses should be fed to the long-suffering and much abused working classes?

There is still time to introduce this article of diet to the workers ashore in the good old U. S. A. Seamen have been fed up on it in salted condition for a century.

AUSTRALIAN MANNING REGULATIONS

A Commonwealth "Gazette," issued recently, contained regulations for the manning of vessels engaged in the coastal trade and for the accommodation of crews, which will come into operation under the provision of the Navigation Act on July 1 next.

The number and description of persons to be carried as crew by any ship subject to the provisions of the Act may be specified. In cases where the conditions of employment are, at the date of the commencement of the Act, governed by arbitration awards, the number of crew shall continue the same for six months after July 1, or until a variation has been directed by the Minister.

Applications for variation of the regulations will be received by the Director of Navigation within fourteen days after the date of the notification, and will be referred to the Marine Council for consideration and recommendation to the Minister.

Stringent Regulations

Bunks provided for seamen and apprentices on all ships registered must be constructed of metal throughout, and be as far as possible vermin-proof. Hot fresh water must be supplied to the crew for washing, and the bathroom must be equipped with a salt-water shower in the proportion of one shower for every twenty men. Application for a permit for an unlicensed British ship to engage in the coastal trade may be made, and renewals of licenses may be granted from time to time for a period of one year.

Before a ship licensed to engage in the coastal trade is granted a clearance for any port outside the Commonwealth, the master will be required to produce a statement showing the period during which the ship has been engaged in the coastal trade, together with an acknowledgment by the officers and crew that the Australian rate of wages has been paid to them during that period.

SHERIFF IS ADVISED

Raleigh, N. C., June 18.—In reply to the demand for troops, Governor Morrison notified an excited sheriff to have a lawyer inform him of his duty and his power.

Textile workers throughout the State are striking against wage reductions, and Sheriff Cockran, of Mecklenburg County, wired the Governor that he could not maintain peace. In reply the Governor said:

"It is your duty to have sufficient deputies to discharge the duties of your office, and you can summon for temporary service any citizen of your county, and force him, in the event of threatened riot, to serve. I advise that you consult an able lawyer at once and fully acquaint yourself with your duty and the power given you by law to discharge it.

"I will not hesitate to use the adjutant-general's military force to aid in preserving the peace and protecting the legal rights of the citizens of any county, but it has too often occurred in the past in this State that the local authorities, in vacillation and weakness, failed to perform their clear duty, and thereby made necessary the use of State troops."

CONVENTION LETTER

(By Laurence Todd)

What about the railroads?

What about Ireland's independence?

What about Russia?

What about American bullying of Mexico?

What about the open-shop drive?

These are five questions in the mind of every delegate arriving for the forty-first annual convention of the American Federation of Labor.

There will be resolutions in plenty, touching upon all of these things, just as there will be resolutions upon all of the score of jurisdictional disputes in which the individual delegates are interested. But the first word on each important topic is looked for in the report of the executive council of the Federation, presented to the convention on the opening day.

This report, approved at the recent Cincinnati meeting of the council, gives no comfort to the railroad labor organizations affiliated with the Railway Employes' Department of the A. F. of L., because it does not support the Montreal resolution, which instructed the executive council to "use every effort to have . . . legislation enacted providing for Government ownership and democratic operation of the railroad systems and necessary inland waterways."

While the report declares in its opening sentence that the council has "earnestly sought to find means of giving effect to the terms of this declaration" of the Montreal convention, it does not mention Government ownership and democratic operation, and it makes no pretense of having drafted, endorsed or demanded, during the past twelve months, any legislation of the sort. On the contrary, it says that "Organized labor is open to the consideration of all serious proposals" for settling the railroad problem.

Injurious Injections

On the issue of Ireland's independence, and of support for the Irish struggle through the American labor movement, the report contains not a word at any point, so far as discoverable from the index or from a hasty reading.

This neglect of the Irish cause, in view of the warm endorsements voted at Atlantic City in 1919 and at Montreal in 1920, has aroused much feeling. Argument is offered that the council probably feels that the Irish war is a matter likely to antagonize large elements within the Federation; but this is met by the answer that the council is without authority to overrule the policy repeatedly laid down by the conventions of the movement.

There is an unfortunate intermingling of the Mexican and the Irish issues, in that some of the most vigorous journalistic support of Ireland's independence comes from men who are shouting for a war of conquest against Mexico. The Irishmen in this convention will have to meet that fact by making it clear that the Irish cause is not the private possession of any editor or politician, and that as a matter of fact the American labor movement got behind President De Valera and the Irish Republic long before the newspapers did. As to Mexico, the friends of Ireland are just as eager to safeguard the independence and integrity of Mexico as are the men who look upon Ireland as a British possession.

Must Protect Mexican Labor

This convention will adopt resolutions upholding the right of Mexico to maintain her constitution regardless of the greed of Wall Street oil speculators and mining investors. It will appeal for a policy of good-will toward Mexico on the part of the Harding administration, and it will point out to the American public the sinister influence in the Harding regime of the special interests that have for years been striving to reduce Mexico to a state of political anarchy through counter-revolution, foreign intervention and the overthrow of the power of the Mexican wage-workers and agricultural producers.

Russia Needs Assistance

On the subject of Russia—inexhaustible and always changing in its reflections through the prejudices of press and diplomats and refugee landlords—the council is eloquent and wordy. Thirteen pages of small type are consumed in an effort to prove that the Russian people are suffering from slavery at the hands of a small group of working-class dictators, and that the Socialist Party in America is aiding and encouraging this tyranny. The usual document from the State Department, followed by the familiar series of quotations from alleged statements by Communist leaders, reaches the expected conclusion—the assurance that when the Russian people make "freedom, justice, democracy and humanitarianism the guiding principles of their every day lives"—American labor will welcome them to friendship.

The report deals with many other subjects of general interest to the movement. For example, directly following the Russian discussion, there is this paragraph:

"Organizing Campaign, Iron and Steel Workers.

"We have been helpful to the fullest extent of our power in the reorganization of the campaign for the organization of the iron and steel workers. The chairman and secretary of the former special committee resigned. Several conferences were held between the representatives of the various national and international unions having members employed in the iron and steel industry. A new committee was finally organized. The funds remaining in the hands of the former committee were turned over to the new committee. That committee is now functioning and in full co-operation with the officials of the Amalgamated Association of Iron, Steel and Tin Workers."

Workers Have the Power

On disarmament the council is definite in its conclusion that "The working people, the masses of the world population, can end wars if they but have the independence to think and to give their convictions reality by daring to do.

"For this and many other obvious reasons we recommend to this convention to call upon the Government of the United States to take the initiative or to co-operate with any other nation or nations for the purpose of a general agreement for disarmament both of the army and naval affairs of the world, and that it shall be the duty of the executive council to call upon the workers and the people to aid in every way within their power and to have translated into action the sentiments as in this report recommended."

In other words, the council favors general disarmament.

Government Ownership an Issue

While predictions as to the course of the majority in any convention so large as this are made at great risk of error, it is fairly safe to assume that the railroadmen's delegations will insist upon a quite different statement upon the railroad issue than the one made by the executive council. It is almost equally certain that the council will accept, rather than fight through a roll-call, a resolution on Government ownership and democratic operation which will be even stronger than that of last year. Moreover, the convention may take steps to enforce upon the council the carrying out in good faith of the instruction.

Ireland's cause is in good hands. Probably five-sixths of the delegates stand ready to sign resolutions which will notify every son and daughter of Ireland that American labor is with them in their struggle for freedom. Debate upon this part of the program is bound to develop thrills, and probably engender some personal dispute which the prevailing calm temper of the gathering will hold within bounds.

Interest in the case of the iron and steel workers is at a low ebb, due to the heavy cost of the defeated strike of 1919, and due also to the depression in the trade. For the same reason some of the jurisdictional quarrels which in prosperous times might have led to oratorical duels on the floor will be smoothed out in conference. This is a time when resources must be hush-handed, waiting the turn of the economic tide.

Cause That Needs Support

Senator La Follette's resolution of inquiry by the Senate into the cause of the locking out of the seamen and the marine engineers by the shipowners and the Shipping Board was welcomed by the delegates here. It is fully understood by the responsible officials of American labor that back of the Shipping Board in this affair is the Morgan influence, which has operated against the coal miners in West Virginia and Alabama, and for the destruction of the unions in the railroad shops and in a score of manufacturing industries in the East and the Middle West.

Action on the merchant marine lockout will probably be taken by this convention upon lines to be suggested by Andrew Furuseth.

BUCKING THE JAZZ

The acme of intolerance has not as yet been reached in this country. Those who enjoyed delights of the Texas Tommy, Bunny-hug, Shimmie, Toddle or any other favorite, danced to jazzy music, must forego their pleasure if they desire to continue to be "100 per cent."

J. Louis Guyon, a dancing master of Chicago, Ill., has condemned jazz as "Bolshevist music," and our modern dances to which it is attuned, "dances of savagery." Hundred per centers can be expected hereafter to mob the orchestra of any public place of amusement where this unpatriotic (?) music is dispensed.

Always demand the Union Label!

DISHONORABLE METHODS

Substantial proof is constantly furnished which elucidates the significance of Admiral Benson's declaration that **"the Shipping Board will continue to use all the resources at its command"** in dealing with the present lockout.

Flagrant violations—by operators of Shipping Board vessels—of U. S. Statutes for regulation of ocean home commerce, have been ignored, and a number of minor Government officials have been permitted to engage in the most criminal and lawless acts, where these operations conformed to the policy of destroying the marine unions.

A number of astounding facts were recently brought to light at Portland, Oregon, during a hearing before Federal Judge Wolverton, for a decree vacating the temporary restraining order now in effect at that port against the locked out mariners.

One of the Portland papers, in giving details of the hearing, stated:

"Allegations that officials of the United States Shipping Board Emergency Fleet Corporation hired detectives, thugs, agents, friends and strikebreakers to set upon and beat striking seamen and picketers for the seamen's unions, assaulted them with dangerous weapons and in one case shot at and stabbed union men, were made by W. S. U'Ren, attorney for the seamen's unions, in his arguments before Federal Judge Wolverton for a decree vacating the temporary restraining order now in effect against the strikers.

"'These sailors may not have been perfect gentlemen at all times,' declared U'Ren, 'but they have been Chesterfields as compared to W. R. Byron, head of the Department of Justice, and J. P. Byrne, port superintendent for the Columbia-Pacific, who, as agents of the Government, were bulldozing in their treatment of members of the unions. These men did not go where the strikers could be found, but instead they went to the homes of the strikers and terrified women and threatened arrest if the men would not return to their ships.'

Affidavits Read

"U'Ren read a large number of affidavits, presented by both the Government and the unions, to argue his case. One of the affidavits, sworn to by R. W. Turpin, a licensed engineer and member of the Marine Engineers' Beneficial Association, charged F. F. Smith, port superintendent of the Shipping Board, with offering a job on the steamer 'West Nivaria' as chief engineer that would net large returns through the sale of liquor.

"In the affidavit, Turpin said that on May 22, Harold C. Jones, chief of the Sea Service Bureau, arranged for a meeting between Smith and Turpin at Turpin's home.

Tells of Offer

"'Smith wanted me to take a position as chief engineer on the 'West Nivaria,' the affidavit said. 'I answered that I had papers of only three thousand tons, but he said it didn't matter. You can quit work in a year. I have got eighty-five cases off the 'Bearport' in the after peak tank. You know, Dick, you never use the ballast pumps. Pull the pistons out and fill them full and put the heads back and they will never find it. I can handle it; you can get it for $18 and I can get $130 a case. I've got a way of getting it off. We'll go fifty-fifty. You can have the job as long as you want it.'

"Turpin said that he refused to accept the job during the strike.

"'That's a fine way for an officer of the Shipping Board, who represents himself to be an agent of the Government, to act,' declared U'Ren.

"'In my arguments, I am speaking of the Shipping Board as a corporation, not as an agent of the Government,' said U'Ren. 'I expect private employers to do anything they can to break strikes. I expect them to assault and batter and drive out the strikers and picketers, but I do not expect the United States to resort to such tactics.

"'They deny our right of collective bargaining. They say, 'Here are your wages, take it or leave it.'

Assertion Denied

"U'Ren denied that a large proportion of the seamen's unions are aliens. He said that a man must have declared his intention of becoming a citizen of the United States before he can become a member of the organization.

"Affidavits of George T. Goodell, Sr., George Goodell, Jr., A. La Brance, R. W. Turpin, Lulu May Turpin, Barney Dionne and George Brawn were presented. Each declared that Byron threatened them with arrest and the loss of their licenses as engineers if they did not return to their ships at the reduced wages.

"U'Ren declared that of all the affidavits of men who were attacked and beaten by alleged members of the striking unions or picketers, none were able to prove that the attacks had been made by union men.

"'There is no evidence that this work was done by any members of the defendant associations,' said the attorney. 'If these things were true, they should have prosecuted some one. Why not use the machinery of the State to prevent these violations?'

"U'Ren declared that mail was placed aboard the 'West Nivaria' for the preparation of the Government's suit against the unions.

Mail Used as Club

"'They would use the mails as a club to break this strike,' he said.

"He then read the affidavit of A. S. Rand, chief clerk of the Railway Mail Service in this district, which said that first-class mail was placed aboard the vessel and that this fact was known to the striking seamen. U'Ren held that inasmuch as the 'West Nivaria' was scheduled to sail about the time the strike began, the placing of the mail aboard was proof enough to show that it had been done intentionally."

It is sufficiently of evil when private operators wilfully violate the law, but when such violations are aided and abetted by Government officials or quasi Government agencies, supported by bureaus which are purposed to maintain "law and order," the viciousness of attacks launched against the marine unions are beyond all semblance of justice or decency.

If the facts pertaining to this situation were possible of revelation to the American public they would arise in righteous indignation at the abuse of authority by unfaithful public servants.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
HOBOKEN, N. J. ..... 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
NEW HAVEN, Conn. ..... 13½ Collis Street

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SEATTLE, Wash. ..... 84 Seneca St., P. O. Box 65
ABERDEEN, Wash. ..... P. O. Box 280
PORTLAND, Ore. ..... 88½ Third Street
SAN PEDRO, Cal. ..... P. O. Box 67
HONOLULU, H. T. ..... P. O. Box 314

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PORTLAND, Ore. ..... Room 21, Ainsworth Building
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Headquarters:
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SEATTLE, Wash. ..... Room 203, Grand Trunk Dock
P. O. Box 214
PORTLAND, Ore. ..... 68 Third Street
SAN PEDRO, Cal. ..... P. O. Box 54

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Headquarters:
SAN FRANCISCO, Cal. ..... 49 Clay Street
SEATTLE, Wash. ..... 84 Seneca St., P. O. Box 42
ASTORIA, Ore. ..... P. O. Box 138

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KETCHIKAN, Alaska ..... P. O. Box 201

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ASTORIA, Ore. ..... P. O. Box 138

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Labor News

The building trades unions of Alameda county, Calif., are on strike against the open shop.

At San Francisco the fur workers have defeated the employers' efforts to re-establish the forty-eight-hour week.

The wages of bricklayers and plasterers at New Haven, Conn., have been raised from 95 cents to $1 per hour.

Union painters of Tacoma, Wash., have signed a union shop agreement with the Master Painters' Association of that city. Rates will be $7.20 per day of eight hours.

In his opening address to the annual convention of the A. F. of L., President Gompers urged a closer alliance between organized wage-earners and farmers.

Trade unionists at New Orleans, La., are vigorously protesting the despotic "work or jail" edict by Superintendent of Police Molony. This order, which violates all constitutional rights, is aimed at the locked out seamen in the port.

Union job printers in the largest establishment of Reading, Pa., have returned to work under a compromise agreement. They will work a forty-four-hour week instead of forty-eight and accept a reduction in wages from $38 to $35 per week.

At Fresno, Calif., the Culinary Workers' Union has renewed its agreement with hotel and restaurant men. Chief cooks will be paid $7.50 a day; other cooks, $5.50; counter waiters and waitresses, $4, with overtime $1 an hour. A rate of $3 a day will be paid pantry employes.

Officials of the State of California have been accused of criminal conspiracy against Thomas Mooney in an address before the A. F. of L. convention at Denver. John Mooney made an eloquent appeal for continued efforts by labor to right this glaring travesty on justice.

In accordance with previous declaration, the building contractors of San Francisco initiated their efforts to establish the open shop. Several employers who were able to obtain material are operaitng under union conditions, and with these few exceptions building generally is tied up throughout the city.

It is stated that the steel trust is operating on a basis of 25 per cent of its production, and that independent mills have fallen below 20 per cent. This statement must be of interest to unorganized steel workers, who were told that their recent 20 per cent wage reduction would re-establish prosperity.

Organized railroad shop employes won their fight for negotiation of agreements with the railroads by system federations in a decision handed down by the United States Railroad Labor Board. Several railroads have refused to negotiate with these federations and insist that each craft union be dealt with separately.

Timber workers throughout the Northwest are conducting a vigorous organizing campaign despite handicaps in the form of a company "union." The company "union," known as the Loyal Legion of Loggers and Lumbermen, is being discredited among timber workers, although the bosses are making frantic efforts to keep this wage-reduction aid alive.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornellus
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Einar
Erikson, Lars
Ekengren, Olaf
Erikson, Nils
Eklung, Victor
Edvordsen, John
Elsted, John
Edvords, Louis

Forbes, Frank M.
Fugman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
Grau, Axel
Graudin, Ed.
Gulliksen, Amandus
Gangsrod, Karl
Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Halley, Wm.
Hagen, Harald
Healey, Geo. S.
Halvorsen, Karl
Hansen, Martin
Holmen, K.
Harper, Earl
Hoed, Hans
Heggum, Louis
Harms, F.
Hefling, Jack
Halmin, Wm.
Hahnqvist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
Jansen, R.
Johnson, Dick
Janson, John
Johnson, Elias
Jenson, James
Johanson, Matt
Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
Jorgensen, Fred
Johnsen, Ludvig
Johansen, Arthur H.
Jacobson, M.
Johnson, Ed. -2294
Johanson, Olof K.
Johnson, G. A.
Jacobson, Torgils
Johanson, Henrik
Johnson, Alex
Jensen, Wilhard, E.
Johansen, Carl
Jones, A. H.
Johnson, Gust

Kallo, K.
Karlson, G. A. -1190
Krastin, J.
Kragstad, A. E.
Hoppen, Oluf
Kristiansen, Aarnt
Knudsen, Andrea
Kilkeary, Frank C.
Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Laskinen, Fred
Livingstone, Ed
Larson, Rudolf
Lucy, James
Lichtenberg, Ben
Lauritsen, P. E.
Ljungstrom, Oscar
Lee, L.
Larsen, Emanuel
Larsen, E. -1345
Lauritsen, P. E.
Leeween, A. W.
Landlung, Chas.
Lauritsen, Jack
Larson, A.
Lawersen, L.
Lieson, Wm.
Lynum, A. M.
Lutton, Theod
Lyngues, Chr.
Lund, Eric

Millard, Frank
Martinsen, Ingvald
Macleod, Alex
Molder, John
Monroe, N. S.
Mengert, Fred
Moore, Thos.
Marquard, H.
Michalson, Harald
Musch, Chas
Mann, Albert
McPherson, James
McLean, Angus
McIntyre, L.
McCoy, J. L.
McMullen, J.

Nilsson, N. J.
Nilson, A. H.
Nolen, Janus
Nelson, Swan
Nilson, Carl -302
Nurse, A. L.
Nilson, Adolf
Nelsen, Peter
Nelsen, Ross
Neelsen, H. J.
Newland, Ernest
Nyhagen, Julius
Nicholson, Ben
Nurken, Herman

Nergaard, H.
Nelson, Werner
Nelson, P. A.
Nilsen, Harald
Nelsen, A. B.
Nahinan, F.
Nilsen, N. P.

Ovist, John
Osterberg, C. V.
Optedal, Caspar
Olsen, John H.
Owens, J. W.
Ogga, Ed

Pendville, N.
Pedersen, J. M.
Petersen, Bjarm
Parker, Bert
Pederson, C. E. -1286
Pedersen, Herman
Pedersen, Emil F.
Pabus, Laas
Pedersen, Ole
Pedersen, O. J.
Permin, J. C.
Pedersen, E. P.
Paulsen, O. E.

Quandt, A.

Rasmussen, Chr.
Rod, S.
Rasmussen, Peter
Rebour, Frank
Rorvik, Chas.
Randle, C. W.
Reilley, Ralph
Ross, Herbert
Ronberg, Edvard

Sandin, P.
Sater, P. Pedersen
Skag, Otto
Saderberg, Albin
Scarpa, E.
Stiffler, Roy
Sherrin, E.
Strand, Charley
Skaag, Paul
Shipley, A. M.
Steiner, F.
Stenberg, Hjalmar
Sitts, La Verne
Simonsen, S.
Sandstedt, E. H.
Seyfried, M.
Thorsen, V.
Tasel, John
Torwich, Hans
Tangeros, L.
Thomsen, Peder
Theysen, Arthur
Unwin, H.
Wheeler, G. W.
Welkens, Henry
Wiger, John
Welson, E. W.
Wilson, Walter
Westerlund, Albert
Stetson, Henry
Schrage, P. W.
Schler, T. J.
Schirmbel, Rup
Sarv, H.
Smith, Aug.
Scarlett, J.
Swansen, Axel
Salonen, Ivori
Salmar, K.
Stockburger, C.
Stidham, C. W.
Samuelsen, Hugo
Semberg, John
Swanson, J. -1013
Sandvik, H.
Teneson, J.
Tripplett, C. J.
Thorsen, Hans
Tugmen, Arthur
Thorsen, Hans
Torstinsen, A. J.
Volley, P.
Wold, Stadius
Ward, Wallace
Wahlstrom, Eric
Wallin, A.
Walker, A. A.

SAN FRANCISCO
Alaska Fishermen's Letter List.

Andersen, Ole
Anderson, Hilding
Albertsen, John
Brown, George A.
Carlson, E.
Carlsen, Ernest
Clark, Bruce
Flem, Knut
Graham, R. J.
Harji, Elmer
Hagburg, Gust.
Johansen, F. C.
Johanson, Fritz C.
Jacobsen, Emil
Karlkromoli, Steve
Lauren, William
Larsen, Theodor A.
Miner, J.
Millsson, B. E.
Olsen, Oscar Johan
Smith, R.
Schultz, Walter
Shooba, Nils
Schaffer, Paul
Tonnisen, Peter

Aberdeen, Wash., Letter List.

Anderson, E. T.
Anderson, John C.
Anderson, Gus.
Bradsberry, Geo.
Balm, August
Barton, M.
Caitane, Jose
Douglas, W. Sid.
Fosterwall, Kasper
Gunther, R.
Hansen, Adolph
Hanson, Oscar
Hederstrom, Garvid
Johannesen, Alf.
Jansson, John
Johanneson, Jonas
Krause, Frank
Lange, Henry
Lepp, Alex.
Miller, Fred Wm.
Newington, Fred
Nelson, Hans
Olsson, Chas.
Olsen, L. -1099
Pedersen, W.
Parker, Arthur L.
Rahman, Geo.
Ruben, Chas.
Randle, C. W.
Robinson, G. H.
Rengsdarf, W.
Saro, W. R.
Smith, Emil
Smith, C. Johan
Tonsfeld, John
Velvada, Frank
Waksten, A.
Westerberg, Carl

Honolulu Letter List.

Bergqvist, O. C. F.
Crawford, Th.
Carlson, Ernst
Ekdahl, Fred
Ellwood, Ed. J.
Fleming, Wm.
Genly, O. B.
Gonsoff, A. J.
Lundgren, Karl
Hanson, N. M.
McGowan, John
Nicholson, C. T.
O'Brien, James
Osman, J. B.
Sandstrom, Anton
Scott, H. T.
Sorentino, Joe
Sackett, Norman
Tveda, Nick
Xavers, Francis

INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Anderson, H. M. -1495
Anderson, J.
Andersen, Jorgen
Andersson, Gust B.
Anderson, Chas. A.
Anderson, Harry B.
Aspe, T.
Anderson, Gunner
Andersen, J. N.
Aborn, J. M.
Anderson, O. G. B.
Alto, John -1349
Anderson, B. A.

Belmont, Joe
Bersin, Jacob
Bordreaux, E. T.
Bodell, Joseph
Berge, Kristian
Boe, Ivor
Braithwaite, Ernest
Berg, H. J.
Brast, K.

Cairns, George
Carlson, Peter
Christiansen
Carr, Robert R.
Clementsen, Alfred
Cameron, Mr.
Cordeau, Thomas
Carlsen, Dick
Coffey, George E.
Carroll, Kenneth
Cristensen, John
Crawford, Thomas
Cormie, William
Carlson, Peter
Carr, R. W.
Collins, A.

Dallman, H.
Devine, J.
Daunt, C.
Dunagan, R. E.
Diaz, Domingo
Desmond, Albin
Dealy, Daniel
Deaver, Albin

Evensen, Alex
Eliassen, Emil
Eriksson, J. W.
Evans, John
Eliasson, George
Eiksson, J. W.
Fernandez, Chas.
Forss, E. G.
Franson, Albin E.
Forsberg, Alfred
Frees, Knud

Gunnerud, U.
Grigoleit, Ed.
Haierup, Axel J.
Hanlon, William
Harnick, Julius
Haggeros, Sam
Hall, Robert E.
Hellman, Max
Hickey, John
Hagberg, Norman
Heiari, August
Horner, Ambrose
Henricksen, Ernest
Hoelland, Jonny
Heino, A.
Holbrook, Gaylord
Hurley, Michael
Hansen, Barney
Harton, Geo. A.

Iwersen, W.
Jentoureb, Solfred
Jorgensen, J.
Jacobsen, J.
Jorgensen, Knud
Johnson, George
Janson, Jack R.
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Saunders, Jack
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Swanson, Eric K.
Selzer, Max
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Worthington, Asa
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Ward, Wallace C.
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I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic," "Cold Spring vs. Lycoming," Benoni vs. West Hargrave," "West Harcuver vs. Ozaukee," "Western Glen vs. City of Forth Worth." S. B. Axtell, 9 State St., N. Y. 3-29-21

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

World's Workers

Late consular advices state that there has been little or no change in the French standard of living due to the war. Certain industries which paid higher wages to workers are readjusting downward. The farmer is incontestably better off and shortage of farm labor is causing increase in the use of machinery.

After practicing every device and using all means—even to the extent of placing their vessels under German registry—the shipowners of Sweden were finally compelled to negotiate with the Marine Engineers' Association and to settle, upon terms substantially identical with those originally demanded by the engineers. The original demands provided several wage advances, which were granted by the owners when the futility of resistance was realized. The lesson, however, seems to have had no effect, inasmuch as the Swedish shipowners are drifting into another tangle by an attack upon their sailors and firemen.

So many so-called investigators returning to the United States from Russia have violated the confidence of Bolshevik leaders, and have hired out to certain interests—which have vowed to stifle enlightenment—for the purpose of defaming Soviet rule, that the Bolshevik Government has been compelled to adopt protective measures. This has resulted in operating against possible friends as well as cunning enemies.

W. H. Johnston of the International Machinists has been made a victim of this new rule, but all intelligent workers realize that the actions of the Soviet Government were altogether necessary as a measure of defense against insidious opposition.

Gunnar Knutsen, chairman of the Sborthing, declared the attempts to cut seamen's wages unjust and unwarranted by present conditions, and the Storthing appropriated the sum of 2,000,000 kr. for the seamen of Norway (who were practically all strikers), in recognition for their services to the country during the war.

The 2,000,000 kr. appropriation was provided for from excess profits on coal.

When the general strike in support of the seamen's unions was called in Norway, May 26, incipient riots in Christiania prevented the conservative press from going out on the streets. The "Tidens Tien" (conservative daily) and "Morgen Post" (Government organ) were suspended. The Social Demokrat and Syndicalist Press printed extra editions.

During the strike the seaports were completely tied up. In Christiania customs officials and other Government workers were kept out of the strike zones on the waterfront by the seamen's pickets. At Hammerfest and other ports of some importance all persons, Government officials included, were compelled to carry regular passes supplied by the strike committee in order to pass through the picket lines to the docks. The thorough organization and determination of the workers warned the Government against taking sides with employing interests, with the result that the strike was brought to a successful conclusion on June 10, 1921, after operating over two weeks. Government arbitrators are adjusting minor details which remain at issue.

Domestic and Naval

Company thugs continue murdering the union miners of Mingo County. Last week several more miners were made the victims of capitalistic despotism in West Virginia.

The "West Kedron" recently reported sighting wreckage, which appeared to be the side of a wooden ship, floating off the Oregon coast. No further information has been obtained to date.

Captain Cyrus W. Cole, naval recruiting inspector for the Twelfth Naval District, will command the receiving ship at San Francisco, vice Commander M. J. Simmons, who will join the fleet.

A Senate amendment to the naval appropriation bill provides for $1,000,000 toward the construction of a naval hospital at San Diego, Calif. The cost of the hospital is not to exceed $1,975,000.

All steamers which have departed foreign ports prior to June 4 and due at American ports will not come under the scope of the new immigration law, which permits only a certain percentage of aliens per month.

Recently General Pershing told National Guard officers and men at Camp Edwards that the illiteracy of the young manhood of the country was a disgrace and he hoped the nation would never again have to pass through such an experience with untrained minds and bodies as it did in the last war.

The trial trip of the twelve thousand ton tanker "Swiftwind" was the last on the program of the shipbuilding started at Portland, Ore., when the United States entered the war. The vessel is one of the seven tankers built for the Swiftson Oil Transport Company by the Northwest Bridge and Iron Company.

By a vote of twenty-five to six the Connecticut State Senate defeated a "can't-strike" bill that had been approved by the House. Senators declared that the Act would foment strikes and that it was an attempt to coerce labor. One Senator frankly stated that its passage would be bad politics and would imperil his party's success at the next election.

The steamer "Pere Marquette," which has been lying at a depth of six hundred feet on the bottom of Lake Michigan since 1910, is to be raised by the Cowles Marine Salvage and Manufacturing Company in the near future. John T. Cowles, president of the company, is the inventor of [illegible] for raising sunken vessels and these will be employed in salvaging the "Pere Marquette."

Lieutenant Pollock of the United States [illegible] evolved a plan whereby destroyers docked in the dry dock of the Los Angeles shipyard [illegible], were cleaned and given two coats of paint, and returned to the water within a space of [illegible]. The second boat made ready was the destroyer "Farquhar." She was docked at 10 P. M. on the following day, in position around the destroyer, scraped, cleaned and given her coats of paint before being raised. As she dried, the first paint coat was applied to the entire hull, a new water line cut in, draft marks repainted, then a second coat of paint applied, and at 4 P. M. she [illegible] was afloat.

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Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
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Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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Allias, W.
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Czarnetsky, Fritz A.

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Dahl, Helge
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Rehnstrom, A.
Rohman, Georg
Sidoroff, N.
Taylor, James B.
Twigg, Harry
Wagner, R. H.

INFORMATION WANTED

James Kenney of Philadelphia, last seen in Pennarth, Wales, is inquired for by V. McMahon, 96 Plain street, Providence, R. I. 6-1-21

Anyone knowing the whereabouts of Olaf Erling Hendriksen, a native of Norway, age 33, last heard from on the Atlantic Coast, kindly communicate with his brother, Albert Hendriksen, Aalo Post Office, Christiansand, Norway. 6-1-21

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

Mrs. M. Black, 100 Plain street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, George Baxter, last seen in March, 1920, at Tampico, Mexico. 6-1-21

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News from Abroad

Strong earthquake shocks have been felt at Messina, Reggio and Calabria, Italy, according to a Havas dispatch, dated June 20.

Reports from Manchester, England, state that the cotton workers' strike has been settled by compromise between operators and the United Textile workers.

The attitude of Great Britain with regard to the conflict between the Greeks and the Turkish nationalists will be one of strict neutrality, according to Austen Chamberlain, Government leader in the House of Commons.

As a result of the coal strike London air is now remarkably clear, according to Dr. J. S. Owens, the city smoke recorder. "In fact," he said "our instruments have not been able to detect air impurities lately and we have had to make them finer."

The Rome Tribuna says it understands the Government is taking steps to check another expedition to take over the government of Fiume, which it is alleged Lieutenant-Commander Luigi Rezzo, former commander of D'Annunzio's naval forces, intended to head.

Announcement was recently made in the British House of Commons to the effect that an official delegation was shortly to be sent to Russia, opening complete trade relations.

The newest and biggest French liner, "La Paris," left Havre, June 17, for her maiden trip to New York, with sufficient cheers, music and waving of flags, and also such a distinguished passenger list aboard as to mark one more definite step in the new era of peace and a distinct reason toward conditions of the "good old days before the war."

Thousands of unemployed workmen entered the Labor Union Assembly at Berlin, on June 20, and demanded that all employed workmen give up their jobs to the idle. The president of the Assembly was badly beaten with blackjacks and left bleeding on the floor. The fight spread until five thousand persons were embroiled, using fists, chairs and sticks. Repeated alarms brought several hundred police, who cleared the building after the uproar had continued two hours. The injured president was taken to a restaurant, the doors of which were locked. The demonstrators, however, attacked this building, broke in the doors and windows and demolished the furniture. The president was taken out by the back way.

Honors such as are usually accorded to royalty or to officials of high rank were given the Dutch steamer "Alexander Polden" when she arrived at Petrograd recently, says the newspaper Izvestia of Moscow. The steamer brought the first large cargo of food that has entered the harbor for about three years, and as she passed Kronstadt she was saluted by the battleship "Marat," while Russian sailors lined the decks and cheered. With years of starvation behind them, dock workers, by day and night shifts, unloaded 5350 barrels of the ship's cargo of herring so swiftly that the next day twenty carloads of herring were dispatched to Moscow, while the rest was left for distribution in Petrograd. Since the "Alexander Polden" made port two more steamers have arrived at Petrograd, carrying seventeen thousand barrels of herring, which were quickly unloaded.

With the Wits

"Is she very pretty?"

"Pretty! Say! When she gets on a street car the advertising is a total loss."—Boston Transcript.

A very dependable and useful porter was an old colored man who exclaimed: "Carry yo' bag, boss? Never bust a bottle yet."—Ex.

Minister—Would you care to join us in the new missionary movement?

Miss Ala Mode—I'm crazy to try it. Is it anything like the fox trot?—Chapparral.

Reginald was trembling, but he knew the music must be faced.

"Shall I ask your father for his consent tonight, darling?" he inquired.

"You had better," spoke up the small brother, unexpectedly from behind the sofa. "Pa's in his stocking feet."—American Legion Weekly.

Bessie had a new dime to invest in ice cream soda.

"Why don't you give your dime to the missions?" said the minister who was calling.

"I thought about that," said Bessie, "but I think I'll buy the ice cream and let the druggist give it to the missions."—Christian Herald.

A lusty lunged auctioneer was holding forth in the market place of a small town. Taking up a box of cigars, he shouted:

"You can't get better, gentlemen. I don't care where you go, you can't get better."

"No," replied a cynical voice from the crowd, "you can't. I smoked one last week and I'm not better yet."

"Do you know how high the tide is in the Bay of Fundy?" asked the superintendent of a street railway company.

"No, sir," said the applicant for a job. "I never heard of the Bay of Fundy."

"I can't employ you, then. You would never make a competent motorman." — Birmingham Age-Herald.

A little girl heard her father call the maid "a darling little angel."

"Mamma," she asked a little later, "what's an angel?"

"An angel," explained the mother, "is something that flies, and—"

"Well," interrupted the little girl, "papa called Julia a darling little angel just now. Will she fly?"

"She certainly will," replied the mother, "the first thing in the morning."—Examiner

---

A man from the North was driving in Florida when an alligator slid across the road in front of him.

"Sam, what was that?" he asked the negro driver.

"That's an alligator, boss."

A little further along as they were turning a bayou, the man saw something out in the water making a great fuss, splashing and splashing.

"Sam, what is that?" he asked again.

"Another alligator, boss."

"Why, Sam, is an alligator an amphibious animal?"

"What's that, suh?"

"I say, is the alligator an amphibious animal?"

"Yaas, sah, he'll eat a white man just the same as a nigger."

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FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXIV, No. 43. SAN FRANCISCO, WEDNESDAY, JUNE 29, 1921. Whole No. 1759.

UNIVERSITY OF ILLINOIS JUL 6

VICTIMS OF GREED

Marine Workers Pay in Full the Price for Freedom

The funeral of our late comrade, Axtel Herman Ohman, was held in Port Arthur, Texas, May 30, 1921.

Ohman was murdered by one of the employers' hirelings May 28, 1921, and his brother members of the Atlantic and Gulf Sailors' Association honored their dead with public ceremony.

With belief in their own security, and with their own conception of law and order, the shipowners are taking ruthless toll of the seamen in their struggle.

Members of the Marine Unions were murdered and imprisoned in many other ports of the Atlantic and Pacific.

The lists are not yet complete, therefore the record for Comrade Ohman is incidental to our feeling of sympathy and respect for all.

LAKE'S DISTRICT ACTIVE

Realizing the importance of the Seamen's Act as a protection to passengers on vessels of the Great Lakes, as well as ocean liners, organized labor of Illinois has adopted strong resolutions of protest against the Scott Bill (H. R. 3716).

In addition to the resolutions passed by the Chicago Federation of Labor, Victor A. Olander drafted the following letter, containing enlightening information, which was placed in the hands of prominent and public-spirited citizens of Illinois.

"An attempt is being made in Congress to pass a bill which, if enacted into law, will legalize the extremely dangerous conditions which existed on excursion steamers and other vessels prior to and at the time of the Eastland disaster.

"The Seamen's Act, which went into effect about three months after the disaster, compelled excursion steamers operating more than three miles from shore to practically double the amount of life boat and life raft equipment they carried, and this had the effect of reducing their passenger-carrying capacity by approximately one-half. The new law also compelled them to carry a larger number of skilled seamen in the deck crew, that is to say, able seamen who could prove definite experience which entitled them to that rating.

"The bill now pending in Congress to restore the old dangerous conditions of overloading and undermanning is known as the Scott Bill (R. H. 3716), and is at present being considered by the Committee on Merchant Marine and Fisheries, of the House of Representatives. Hearings were held a few weeks ago, at which there appeared in support of the measure, delegates from a number of business organizations in Detroit, Michigan, and representatives of ship owners from Chicago, Detroit, Cleveland and Buffalo. They are making a very vigorous effort to secure its passage. The bill provides, by the insertion of a clause that 'certified life-boat men' may be employed in lieu of able seamen, that no able seamen need be carried on any vessels on the Great Lakes. The so-called 'certified life-boat men' are bell boys, waiters, cooks, stokers, etc., who obtain the so-called life-boat certificates by pulling an oar in a small boat for two or three minutes in the Chicago river or some other sheltered spot. Provision for these men was put into the Seamen's Act by the forces that attempted to prevent the passage of that Act, and were used as an excuse to cut down the number of able seamen provided for by that law. They are now being used as an excuse to totally abolish the requirement for experienced men in the deck crew. The bill would also abolish the eight-hour day which now prevails for the men engaged in the hot fire holes and engine-rooms, and on a very large number of vessels would restore the old twelve-hour day and eighty-four hour week. Not content with this, however, ship owners have proposed in this same measure that excursion vessels operating within ten miles off shore may operate with life-boat and life-raft equipment for only 25 per cent of the passengers. The present requirements compel them to carry life boats and life rafts sufficient to accommodate 50 per cent of the passengers. Surely, present conditions are bad enough. To understand what this section of the bill means, it is necessary to know something of the manner in which the carrying capacity of excursion vessels is determined. The capacity depends largely upon the amount of life-boat and life-raft equipment carried. There is, of course, a limit to the amount of such equipment which may be placed upon a vessel. The Inspection Service also has some regulations regarding deck space, which is also used in computing the number of passengers to be allowed, but this requirement has comparatively little effect. For all practical purposes in nearly all cases the capacity is determined by the available life-boat and life-raft equipment. So that you may have a clearer idea of what the Scott Bill means, please note the following:

The Eastland Disaster

"At the time of the Eastland disaster that steamer was required to carry life-boat and life-raft equipment for 30 per cent of the total number of persons allowed on board. She had such life-boat and raft capacity for 771 persons and was permitted to carry 2570 persons. When the Seamen's Act went into effect such vessels were required to carry boat and raft capacity for 50 per cent of the passengers, and those having such accommodation for 771 persons were permitted to carry a total of 1542 persons. The Scott Bill provides that they shall be allowed to operate with 25 per cent boat and raft capacity, and a steamer having such capacity for 771 persons will then be allowed to carry 3084 persons, or 500 more than the overloaded Eastland had on board. The proposal is appalling. Yet, it is being made very seriously, and there is danger that Congress may enact the bill unless citizens interested in the conservation of human life take some action that will arouse public opinion.

Overloaded and Undermanned

"The Eastland capsized because she was overloaded and undermanned. She had too many people on her upper decks, the weight of which made her list badly. Being undermanned, the ship was not being watched closely; deadlights, port holes and gangways on her side were wide open, and as she listed water poured in and she capsized. With a proper crew on board, performing their duties in the right way, her sides would not have been opened to the extent that they were and the vessel would have presented a greater resistance to the water as her list increased, and she finally would have stopped, perhaps at an angle when many people had slipped off into the water, but she never would have capsized. That this is a correct statement is easily proven by ascertaining the manner in which she was raised after the accident. Divers simply closed up various openings in the vessel's hull, the water was then pumped out and the vessel straightened herself and raised up out of the water through her own buoyancy. I am giving you these details so that you will understand clearly that overloading and undermanning formed a combination that brought about that horrible disaster.

Seamen's Act Protection

"The Seamen's Act, you know, was passed largely as result of the agitation carried on by the International Seamen's Union of America and its various district organizations. For this reason the law is considered by many as pure labor legislation having for its purpose the protection of the men engaged in seafaring industry. Just now it is the fashion in many quarters to sneer and ridicule at everything which bears the mark of labor—especially organized labor. The ship owners, who appeared before the committee in Washington, therefore argued with much confidence that the Seamen's Act was a labor act and, therefore, was a dangerous law. On this basis they pleaded for the right to drown women and children. Do you know that under the limited liability law, which protects the ship owners, it has been impossible for any of those relatives of the victims of the Eastland disaster to collect any damages. That limited liability law is still in effect.

Repeals Life Saving

"May I point out also that the section of the Scott Bill permitting the so-called 'certified life-boat men' in lieu of able seamen would serve to reduce the crews below even the very low standard which existed at the time of the Eastland disaster? At that time such vessels carried four or five able seamen in the deck crew, and if these were omitted there was some chance to secure damages in case of disaster. The Scott Bill would provide by statute law that even these four or five skilled men need not be carried, because it authorized the employment of unskilled men in their places, and this relieves the ship owner from any liability in event of accident resulting from such improper manning of the ship. The present law requires that at least 65 per cent of the deck crew shall be skilled men holding certificates as able seamen, which may be obtained only after definite experience on board ship. It further provides that on passenger vessels there shall be at least one such able seaman or licensed officer for each life-boat and for each raft having a capacity of more than fifteen persons, and also provides that only a portion of the rafts shall be of such small size as to carry only fifteen or less persons.

"Please understand that in the abolition of the use of skilled men in the deck crew of the ships the Scott Bill would abolish practically all regulations as affecting all vessels in all trades on the Great Lakes. The reduction of the life-boat and raft capacity which the bill proposes is limited to vessels which do not operate more than ten miles offshore. This would include the route between Chicago and Milwaukee and other ports along this shore; the route between Chicago and Michigan City, over which the Eastland traveled (by a very slight change of the course which would not reduce the running time of the vessels more than ten or fifteen minutes), and certain routes out of Buffalo, Cleveland, Toledo and Detroit.

"During the war the Government took a number of vessels off the Great Lakes for war purposes. These have not been returned, and the supply of excursion vessels for excursion purposes is now somewhat limited. The ship owners now aim to reap a harvest in this situation by securing the enactment of the Scott Bill to allow them to overload—legally overload—and thus secure substantial profits for themselves before the fleet is again

increased to normal capacity by the return of vessels now on the Coast or by the building of new ships.

"The people of Chicago should be informed of the situation and should be urged to communicate with their congressmen, insisting upon the defeat of the Scott Bill. Its enactment into law means death and disaster, without a doubt, to many pleasure seekers. An effort to defeat it is, therefore, an effort to save human life. I know that you will do everything you can to be helpful in this respect, and I hope that you will immediately write to Chicago congressmen urging them to work and vote against the bill."

A GREAT LABOR EVENT

The following manifesto of the Australian worker proves that the labor movement in the Antipodes has developed considerably beyond the stage where wages and hours are the only consideration:

"The All-Australia Congress of Trade Unions, which will assemble in Melbourne on Monday, June 20 next, will provide an opportunity for the rank and file of Labor to lay down the principles and frame the policy which is to govern the movement in the future.

"The Trade Unionists of the Commonwealth, in conjunction with the Australian Labor Party, will be given an opportunity to say exactly what they want. That one fact alone marks out the All-Australia Congress as the most important in the history of the working class in this country.

"The time has come when the forces of labor must be united. Great problems confront the workers of all lands. Labor in Australia cannot afford to be out of step.

"This Congress comes not a moment too soon. Already the capitalists of Australia have started an offensive. They scheme to weaken Labor's forces by wholesale sackings. They aim at a reduction in wages, with a consequent depreciation of the standard of living. They want bigger profits for themselves.

"Labor has to meet its enemy's offensive as a united body. It must answer the capitalists with one voice.

"In another way, danger threatens the workers. We have seen the plot, happily defeated for the present, to fasten conscription on this country and deny the people the right of saying whether or not they should fight in wars in foreign countries. An insidious propaganda for Imperial Federation is going on around us. The liberties of the people are being sold behind barred doors at the Imperial Conference in London. If the Imperialists win the day, every vestige of liberty will have vanished from Australia.

"Labor must speak in the firm accents of Unity. It must demand the right to complete self-determination. It must say definitely that Australia shall not be committed to imperialistic schemes.

"It must say, too, that having helped to make the world 'safe for democracy,' Australia must be made a fit land to live in. The time has come for an industrial and political revolution by constitutional methods. There must be big changes in the industrial and political life of the country.

"Here are a few of the matters that demand immediate attention:

"A new standard of living.

"An adjustment of the basic wage.

"Workmen's compensation.

"Unemployment and sickness insurance.

"Housing.

"Representation of employes on the committee of management of industries.

"There are still bigger issues—such as the abolition of middlemen, the participation of the workers in the control of industry generally, and the greatest issue of all—the socialisation of industry. And there are other matters too numerous to mention—all vitally important to the welfare of the workers of Australia.

"Every Union should see to it that its representatives are present at this all-important Congress in Melbourne next month. Too long have they delayed in arriving at a common understanding and preparing for a forward move on a vast scale.

"Political and industrial co-operation, such as is planned by the All-Australia Congress, will place this country where it ought to be—in the van of the world's progress.

"The hour for action has struck!"

The number and character of the questions which workers of the Commonwealth believe are of vital importance to their welfare shows that the labor movement in that part of the world, at least, is in a very healthy condition.

"The Guide" listed 150 foreign and offshore vessels and 174 coasters in port, including vessels now building. Of the offshore vessels, sixteen were flying foreign flags, British, Dutch, Norwegian, French, Japanese, Philippine and German. The German craft is the ship "Orotavo," one of the fleet interned at Santa Rosalia, Mexico, during the war. Others of this fleet have been transferred to the American and British flags.

While there is a sprinkling of sailing vessels in the off-shore list, for the most part the bottoms are steamers of from two thousand to five thousand tons net. There are thirty-six Shipping Board steel vessels, mostly of the 8800-ton and 10,500-ton deadweight class, moored at Benicia. There are a few other Shipping Board freighters moored at Alameda, as well as privately owned vessels tied up at Sausalito, Oakland Creek and other moorings about the bay. The Army transport "Great Northern" and the passenger steamer "Santa Cruz" are among this number. In addition to all these vessels temporarily or permanently laid up, there are numerous steamers lying idle at their piers because of the strike.

For the most part, the coasters are lumber schooners, fishing vessels and oil tankers.

"The number of vessels in port at other harbors is startlingly large, but the situation is much worse here because this is the home port of most vessels operating along this coast," said Empey. "It does not mean that shipping conditions are worse here, for they are not. The Shipping Board boneyard at Benicia, and the strike are the main reasons for this vast amount of tonnage in port. Never before, even when many vessels used to lie here awaiting wheat cargoes, has the tonnage in port amounted to half what it has grown to recently."

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark Street, Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adeliade, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Langgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.
Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.
Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade Uniâo dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedistinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

NEW THOUGHT IN RUSSIA

In the schools of Russia, the children are taught to believe from the very beginning that it is dishonest in the last degree for a person not to be a productive worker and not to pay his way in society.

Pacific Coast Marine

The schooner "Rosamond," 985 tons. has been chartered to load lumber at Puget Sound for Callao, under private terms.

The schooner "Rose Mahoney" is undergoing repairs at San Francisco, preparatory to leaving for Puget Sound to load lumber for San Pedro.

The schooner "Alumna" arrived at San Francisco, last week, ninety-three days from the Tonga Islands. Light winds were responsible for the long trip.

Fifteen sailing vessels and barges have been chartered within the past two weeks for operation in the coastwise lumber trade transporting materials from northern mills to San Francisco and San Pedro, and other vessels are being sought.

The great injury to American industry and small American shipping concerns, caused by the lockout, is evidenced by the fact that the Robert Dollar Steamship Company, operating out of Vancouver, B. C., are carrying millions of feet of lumber from that section to San Pedro, California.

Fifty-six days from New York, the steamer "Harry Luckenbach" was towed into San Pedro, June 24, by the steamer "Lewis Luckenbach." The "Harry Luckenbach's long voyage was due to salt water in her boilers. She was forced into Magdalena Bay, where she lay until picked up by the "Lewis Luckenbach."

The Los Angeles Steamship Company operators of the steamers "Yale" and "Harvard," has announced an interchange of service between lines plying between the Columbia River and Puget Sound ports and San Francisco with the local company. Through tickets now can be sold from San Pedro to the North and from the North to San Pedro.

Two Peterson launches towing in tandem the four-masted schooner "Rosamond" out through the heads at San Francisco recently, created unusual interest in local waterfront circles. Due to the strike of marine engineers on Peterson tugs the launches were utilized in taking the wind-jammer to sea. The schooner is en route to Puget Sound to load lumber for San Pedro.

Average running time of 18.4 knots, while under way, was maintained by the new Shipping Board "535" liner "Silver State" on her maiden voyage. Engine trouble was experienced for only three hours, just out of Balboa. The "Silver State" made the run from New York in eighteen days, calling at Havana and San Pedro, and losing one day each at those ports and at Cristobal. This is considered a remarkable run under these conditions.

Representatives of Pacific Coast shipyards will leave for Washington within a few days to sit in consultation with Chairman A. D. Lasker of the United States Shipping Board. According to unofficial reports the shipbuilders were asked by Chairman Lasker to confer with him in reference to the shipbuilding situation on the Pacific Coast. Not alone have Pacific Coast men been asked to meet him, but it is understood that invitations have been sent out by the new Shipping Board head to builders on the Atlantic, Gulf and Great Lakes.

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Smith, Carl John
Thomson, T.

INFORMATION WANTED

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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INFORMATION WANTED

Mrs. L. Greenberg, 31 Lambert street, Roxbury, Mass., is anxious to ascertain as to the whereabouts of Charles Kasak, a member of the Marine Firemen's Union of the Atlantic, last heard of in New York, October, 118. 6-22-21

Mrs. Margareth Watson is anxious to ascertain the whereabouts of her husband, John Watson, who left Seattle on board the S. S. "Jadden," and was then heard from in June, 1920, on board the S. S. "Quaker City," at Philadelphia. Anyone knowing his whereabouts, kindly communicate with his wife at 3420 Thirty-ninth avenue S. W., Seattle, Wash. 6-22-21

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va. 3-9-21

Anyone knowing the whereabouts of John Johnsen, a native of Bergen, Norway, and a member of the Sailors' Union of the Pacific; last heard of in Norfolk, Va., on board the S. S. "Lake Texan," kindly communicate with his brother, Andrew Johnsen, P. O. Box 65, Seattle, Wash. 4-27-21

Anyone knowing the whereabouts of Robert J. Philpott will please notify his mother, Mrs. Philpott at 547 East Julian Street, Savannah, Ga. Philpott's father has died, and his mother is anxious to have him return. 4-20-21

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Weekly News Letter

Contributed by the American Federation of Labor

Demagogue's False Terms

Judge Gary, of the steel trust, has declared for "the regulation of capital, if labor, also, is regulated."

Why not use correct economic terms, Judge?

Why say "capital," when you mean capitalists?

Capital cannot be regulated, because it is an inanimate thing. A steel mill cannot be regulated, but the capitalist—the owner of the steel mill—can be.

There is no comparison between a handful of steel capitalists, for instance, and organized labor—what Judge Gary has in mind.

One has a monopoly of a natural resource and levies tribute on the public. The other urges all wage-earners to join with it.

One confines its benefits to the few; the other would extend its benefits to society as a whole.

Monopolists are given corporate life by the State. Their corporations could not function without the consent of the State. As individuals they could not enjoy limited liability for debts if they were not incorporated.

After they seize a natural resource, secure privileges from the State and create a monopoly in defiance of law, they insist that they be accorded the same treatment as a voluntary association of citizens who ask nothing from the State except what they are entitled to as citizens.

When the steel monopolist—as a monopolist—is regulated, his personal liberty is not interfered with. He may take his usual vacations or close his plants, if he is so inclined.

But if the State denies workers the right to strike, or compels them to accept an award by a compulsory arbitration court, the personal liberty of these workers is involved.

The capitalist sells steel, which is no part of his life. It is separate and distinct from his life.

The worker cannot separate from himself his power to labor. This power is another name for mind, will, spirit, knowledge and muscle—all that make a complete man.

The capitalist can sell his steel while a thousand miles from that commodity. He may have never seen it and may know nothing of the various processes of its manufacture.

Capitalists and their retainers would have us believe that labor is a commodity like their steel—that the power to labor can be separated from the individual, and that this compressed energy, wrapped in tin foil, can be hawked in the market place as other commodities.

Banquet talks, gabfests before students and other forms of publicity is designed to create an artificial public opinion in favor of this theory, supported by Judge Gary and his kind.

The settlement of the labor question will be slow, indeed, while capitalists, injunction judges, editors, statesmen and publicists indulge in such glaring demagogy.

Farmers Give Warning

Organized labor was warned against fake farmers' organizations by the Farmers' National Council in a telegram to the annual convention of the A. F. of L. The message, received from the Council's headquarters at Washington, urges co-operation of the farmers with organized labor.

"The Farmers' National Council welcomes your indorsement of its program for active working together of farmer and labor forces," said the telegram, "to achieve the ideals of economic—industrial and agricultural—as well as political freedom, for which our country was founded.

"We have been working to this end and will be glad to join hands with you to stop the present control of our railroads, natural resources, ships and banking and credit system in the interest of a little clique of investment bankers and selfish, un-American citizens of great wealth, and to secure an honest tax system and control of the meat packers.

"We warn you against false spokesmen of farmers' organizations, who denounce the getting together of farmers and other workers. Only by uniting upon a common basis of fundamental justice can we achieve real freedom of all workers. The interest of farmers as workers is four times as great as their interest as capitalists.

"The laborer is worthy of his hire, but he has not received it in this country on farms, in factories, mines, trade or transportation, and cannot receive it until privilege and monopoly is ended. To achieve that end joint action of farmers and other workers is essential."

Government Bars Unionists

Efforts of the United States Shipping Board to establish anti-union conditions on government-owned vessels has made a settlement of the seamen's strike impossible.

The Board insists that representatives of the seamen be barred from all docks and ships, and that an agreement be signed for only six months. The first demand is aimed directly at the Seamen's Union, and is of more importance to these workers than a proposed 15 per cent wage decrease. The union's representatives show that seamen live on the ships, and to prohibit visits to them is to reveal a purpose most transparent.

The Union does not ask that these visits be made when work would be interfered with, for the plan submitted to the Shipping Board provides that the visits shall be made at time of paying off "and at such other times as are agreeable to the representatives of the owners, but under no consideration shall representatives of the organization interfere with the men at work."

Heretofore, union representatives have been permitted to visit the ships.

(Continued on Page 11)

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(Continued on Page 11)

The Seamen's Journal

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JULY 29, 1921.

AUSTRALIAN SEAMEN GAIN

The offer of the Australian shipowners in regard to wages and conditions has been accepted by the Seamen's Unions. The new agreement, which provides for an increase of 10/- per month, will remain in force until the end of the present year, taking the place of the old agreement. Material gains have also been made as regards working conditions. The new rates are:

A. B., £14/10/- a month; if employed as a lamp-trimmer, £15/10/- a month. Ordinary seamen, under eighteen years of age, £8/10/- a month; eighteen years or over, £9/15/-. Bo'sun, £15/10/- a month; trimmers, £14/10/- a month; greasers or firemen, £16/10/- a month. A fireman and greaser on a vessel carrying one engineer only will be paid 10/- a month extra. Donkeymen, £17/10/- a month. Storekeeper, £16/10/- a month. Special provision is made regarding holidays.

These conditions were not handed to the seamen on a platter; on the contrary it was only after the stewards' strike, and the seamen had withstood a prolonged lockout, that the agreement was made possible.

Our Australian comrades had not been suffering the privations of hunger and unemployment long before they awoke to the realization that their system of craft unity needed substantial improvement and reenforcement; therefore, they proceeded to link up.

A conference was held at the Trades Hall, Sydney, which lasted over a period of two weeks; where a scheme was drawn up for the establishment of what is to be known as the Transport Workers' Industrial Union of Australia. The new organization will comprise the seamen, waterside workers, marine cooks, butchers, the harbour rivers, and Coastal branch of the Merchant Service Guild, trolly, draymen, and carters, ship painters and dockers, Newcastle coal trimmers, and the Syndney coal lumpers.

It is anticipated that the new Union will embrace between forty thousand and fifty thousand men employed in all the Australian States. There is to be a secret ballot of the various organizations affected as to whether or not the proposal will be accepted. The ballot will be taken at once, though it will be some time before the final result will be known. The following temporary officers have been appointed: President, Mr. A. J. Tudehope; vice-president, Mr. E. Miller; secretary, Mr. A. S. Wheeler.

It appears to be in order at this time for the seamen of America to review their present situation. We are confronted with a pressing necessity for a change in our system of organization, or at least of policy. Instead of present isolation we must seek closed affiliation with, and more thorough understanding of the longshoremen, who in the final analysis, are our nearest coworkers. The spirit of solidarity must be cultivated and fostered amongst all port and marine workers, and in such manner as to safeguard our autonomy and rights as sailors.

We must learn to understand that our conditions will be such as we ourselves make them. With workers of all crafts the welfare of one is the concern of all. In several different ways, although not in shape to respond effectively, longshoremen in some of the Pacific ports have displayed a strong sympathy with us, and concern for our cause. These sentiments call for encouragement, and are prophetic of closer relations in the near future.

CRIMINAL CARELESSNESS

Consul General Thomas Sammons has transmitted copies of letters from the office of the Chief Inspector of Explosives of the Government of Victoria, Australia, in regard to the dangerous stowage of explosives and high-test gasoline on a sailing vessel from the United States that recently arrived at Melbourne. In a letter reporting the case to the Victoria Marine Board, the Chief Inspector of Explosives says: "No provision has been made for a magazine, the explosive cases being stowed against the ship's sides, on which the iron-bolt ends were unprotected. These conditions of stowage would not be permitted in ships loading at this port, nor would they be permitted under Board of Trade regulations, which, in the interest of public safety, necessitate the consruction of suitable magazines for the protection and better isolation of explosives in ships."

It was decided in the case under review to permit the discharge of the cargo in the special anchorage for vessels carrying explosives, under the supervision of the officer in charge of the powder anchorage and under other specified conditions. The expenses incurred by the Victoria Department of Explosives were charged to the ship's agents.

There is no law of the United States governing the transportation, stowage, or discharge of dangerous articles in sailing vessels. The only laws we have are the Federal law applying to "steam vessels carrying passengers," and such municipal ordinances as have been enacted by the authorities of the various ports. The Consul states that "it is obviously to the advantage of American shippers to take such precautions in stowing dangerous cargo as will conform to the regulations in force at the foreign ports of destination and thus avoid the delay and expense incurred in the Australian case cited," which, of course, only concerns profits.

The foregoing is an instance of a few of the perils of the deep, as permitted by our obsolete navigation laws.

Such practices as quoted above are common with American ships, due to the fact that there are not sufficient protective measures.

American ship owners have advantage of a cheaper cost of operation, although they everlastingly contend that they suffer under laws which work to their disadvantage, as regards operating costs.

These conditions are deplorable under ordinary circumstances, when only the ship owners are concerned, for their profits. But, when all maritime rules and regulations are ignored by our Department of Commerce, set aside or violated flagrantly by the Shipping Board and auxiliaries in efforts to compel submission to the dictatorship of arrogant beaureaucrats, the situation becomes alarming. The lawless manner in which vessels have been operating since the inception of the lockout of marine workers is liable to result in a calamity or series of disasters, inasmuch as every measure for prevention of accident, or efficient handling of ships and cargoes have been set aside.

FARES AND EMPLOYES

In a recent issue of "The New Freedom," published at Honolulu, the Matson Line is given a few jolts of high life, which must be bitter medicine because of so much truth, and the realization that the public are awake to a few of their cunning operations. "The New Freedom's" editorial comment follows:

"A desperate fight is now being put up by the Matson Company in its efforts to force a 15 per cent reduction in the wage rate of its employes, but as an offset or excuse for this it is to be noted that the company has as yet made no move to give the public a reduction in the exorbitant fares now charged for transportation to the coast. And it is a safe bet that the company will not do so. It seems to be all right to demand a 'return to normalcy,' so far as wages are concerned, but when a 'return to normalcy' is demanded in the attitude of the big corporations towards the public—well, that is an entirely different matter.

"A few years ago (in the beloved 'normalcy' period) first-class fares to the coast on the Matson boats cost $65 to $75. The same accommodations now cost from $125 to $135, an increase of 100 per cent. Of course, in wartimes, there may have been some excuse for such a big increase in transportation rates, but certainly there is at the present moment no legitimate excuse for the maintenance of such high rates, because foodstuffs and practically all the supplies needed in running the steamers have decreased greatly in price, the tendency still being downward. Also, there are now no war risk extra premiums on steamers and the excess profits tax is a thing of the past. All these items tend to enormously reduce the operation cost of the steamers, and the public naturally has a right to expect a proportionate reduction in the steamer fares. Under existing

conditions, however, there is little hope of any such reductions, simply because of the iniquitous coastwise laws and the fact that all the steamers operated on the Pacific are in the steamship combine, and that that combine is endorsed and supported by the United States Government.

"If there was any desire on the part of the Government to bring these robber steamship companies to time, it would be the easiest thing in the world, simply because Uncle Sam has many hundreds of vessels lying idle and rotting in almost every large harbor up and down the Atlantic and Pacific coasts. Even if any of these vessels are put into trade they are leased out to private companies, and so are of no use in breaking up the steamship combination.

"In the meantime this precious Matson outfit, which continues to rob the public—(and out of the proceeds of the robbery is able to build a $2,000,000 office block in San Francisco, undertake the building of more palatial steamers, and pay regular fat and juicy dividends to its stockholders)—also seems determined to try to gouge its workers to the extent of 15 per cent of their wages, and at the same time cause this community great inconvenience, trouble, expense and delay in the transaction of business because of the uncertainty of its steamer schedule. Certainly if Honolulu had any commercial body of independent business men not tied up directly or indirectly with the steamship or sugar business, there would be a howl let up loud enough to be heard from here to Washington, with the hope that some justice might be secured for the steamship workers and the public.

"However, there is a strong ray of hope in the buccaneering attitude of our steamship companies (and especially of the Matson outfit) toward the public. The 'malefactors of great wealth' are slowly but surely forcing the nation into the public ownership of its transportation and many other utilities. Public welfare and private greed and rapacity are diametrically opposed, and so public ownership must eventually come, because public ownership is the only possible way to defeat the scheming, conspiracy and combinations of private capital when used in public utilities."

Omitting the fact that Admiral Benson's figures of 15 per cent as a cut are accepted as correct—when the cut approximates 40 per cent all round—we heartily coincide with the sentiments expressed by our Hawaiian contemporary.

STAND BY FARMERS

Attempts to destroy the United States Department of Agriculture were denounced by the A. F. of L. convention, in Denver. "The Department of Agriculture," the resolution declares, "has stood in the way of those who have mercilessly bled the farmer white for many years. It is believed by the enemies of the farmers that if the Department of Agriculture could be abolished they would have the producers of food products at their mercy. The organizers of the conspiracy to abolish the Department of Agriculture have come out in the open and declare this department no longer necessary."

MEXICAN CONSTITUTION UPHELD

The Mexican people in 1857 adopted a constitution that denied the right of any individual to own mineral or oil rights in that country and declared all mineral and oil lands to be the property of the people of Mexico. That constitution also provided for the election of a president by the people at stated times and denied the right of re-election to the holder of the office. Yet, Diaz, in open violation of that constitution, held office for thirty years as a military dictator, and was only forced out of office—which he had, after the expiration of the term for which he was elected, illegally held—by an armed rebellion.

While Diaz usurped office he set aside the provisions of the constitution above set forth and granted "rights" to Americans and others to exploit oil and mineral properties which he had no legal or moral permission to grant. Every recipient of one of those grants knew the circumstances under which they were granted and took a long chance on the people overthrowing Diaz and abolishing them.

After the people had again control of their government they amended the Constitution of 1857, but made no change in that provision declaring the oil and mineral wealth of Mexico the inalienable property of the people. That section of the Constitution was always the fundamental law of the land, and still the law. Solemnly declared such by Act of the people of Mexico.

Now come those who secured, in various and devious ways, "concessions" from the outlaw and usurper, Diaz, and want the president of that country to set aside the Constitution and "guarantee" the "concessions" granted by Diaz in plain violation of the fundamental law of Mexico.

If he does so he violates his oath and becomes another Diaz. If he does not he is threatened with the wrath of the oil barons of this country and the refusal of this Government to recognize Mexico. Suppose the thing was reversed and President Harding was asked by the Secretary of State for Mexico to set aside the Constitution in behalf of a few rich Mexicans. What would happen?

WAR'S TRACES DISAPPEARING

Last traces of war damage at Fanning Island were wiped out recently when a British cable steamer fitted a permanent "end" to the cable, which was cut by the German cruiser "Nurnberg's" crew in 1914. The Germans had put in at Fanning in order to cut the cable while on their way to join other ships of the German fleet off the coast of Chile.

The cutting of the cable at Fanning severed connections temporarily between Canada and Australia. The Germans, however, neglected to pick up the sea end of the cable and tow it out to sea, which would have rendered the cable station useless for a long time. As soon as they left, the British rigged up a temporary connection which answered every purpose.

The "Nurnberg" was later destroyed, with other German ships, by Admiral Sturdee, off the Falkland Islands.

Always demand the Union Label!

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., June 20, 1921.

Regular weekly meeting came to order at 7 p. m., J. Vance Thompson presiding. Secretary reported situation satisfactory, and that the lockout is still effective on members of the International Seamen's Union of America on the Pacific Coast. Full Shipwreck Benefit awarded to the members of the crew of the M. S. "Balcatta." Elected Quarterly Finance Committee to examine Union's account for the past three months.

ED ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED ROSENBERG,
Secretary pro tem.

Vancouver, B. C., June 20, 1921.
Situation satisfactory.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, June 20, 1921.
Situation satisfactory.
K. E. LEHTO, Agent.
2016 North 30th Street. Phone Main 808.

Aberdeen Agency, June 20, 1921.
Situation satisfactory.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403.

Seattle Agency, June 20, 1921.
Situation satisfactory.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, June 20, 1921.
Situation satisfactory.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, June 20, 1921.
Situation satisfactory.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, June 13, 1921.
Situation satisfactory.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., June 23, 1921.

Regular weekly meeting came to order at 7 p. m., Eugene Burke presiding. Secretary reported situation unchanged.

EUGENE STEIDLE,
Secretary.

86 Commercial Street. Phone Kearny 5955.

Seattle Agency, June 16, 1921.
Situation unchanged.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, June 16, 1921.
Situation unchanged.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, June 16, 1921.
Situation unchanged.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Nester Varrio, No. 65, a native of Finland, age 35. Died at Portland, Ore., June 20, 1921.

Ernest Wiman, No. 1347, a native of Sweden, age 47. Died at Seattle, Wash., June 18, 1921.

It is inspiring to observe the intense interest displayed by our membership in the welfare of the Journal.

It is their organ, and they are making every effort for its success as an educator and publicity medium.

There may not always be space for all correspondence, but send it in, comrades. It helps.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

THE LIBERTY LADY

By ARTHUR NANNESTAD.

I am sitting in Battery Park,
Obsessed with a reflective fit,
Watching the Liberty Lady, shadowy, dark,
Grasping a torch that's unlit.

Gloomy in the morning mist,
She stands as if ashamed
Of a powerlessness to resist
The liberty-hating infamed.

They are passing her by each day,
They are passing her by at night,
In ships that fly the emblem
That once stood for freedom's right.

I am smiling, for it's a joke;
Around me on benches sit men
Haggard, unshaven and broke,
That they might still be men.

While passing before their eyes
Others take the ships away,
Breaking faith and brotherhood ties
For three square meals a day.

Yea, 'tis humor, but I'll save my laugh
To the last, which is the best;
Standing pat for freedom's behalf,
Hungry and free on a bench with the rest.

BUREAUCRATIC RUTHLESSNESS

As a concrete example of the pitiless aggressions upon marine unions by the U. S. Shipping Board, the following letter is all that could be desired:

Form 3101.
10-20-50M. June 23, 1921.

United States Shipping Board
Inter-Office Memorandum

From E. D. Warner, Asst. to Director, Recruiting Service.

To All Agents and Sub-Agents of Sea Service Bureau.

Subject:

This is to advise you that following the settlement of the marine controversy, you are not, under any circumstances, to call upon any of the Marine Unions for assistance in filling any of the orders placed with you by the ship owners or operators.

At times in the past we have been accused of being nothing more or less than a recruiting agency for the Unions. This office does not believe in the truth of this accusation, but in the future we will see to it that there are no grounds for a similar one being made.

It is the desire and intention that the Sea Service Bureau (which has been placed in a stronger position than ever before as a result of the strike) shall dominate and control the supply of marine labor at least in so far as Shipping Board vessels are concerned. If we refuse to go to the Unions they must of necessity come to us.

E. D. WARNER,
Ass. to Director,
Recruiting Service.

In forwarding the foregoing evidence of conspiracy to starve our present sea personnel out of the American Merchant service (80 per cent of whom are Americans, according to Admiral Benson's own figures), the officials of the Marine Cooks and Stewards of the Atlantic at Galveston desire to be recorded as the senders. Chas. F. Bullock and W. F. Cottell sign the communication as Agent and delegate of the Galveston Branch.

THE "BALCATTA" AFFAIR

Placing a record on maritime movements in these days of breakdowns at sea, due to the inexperience of their ship crews, the steamer "Silver State," operated by the Pacific Steamship Company, arrived in port last week more or less on schedule time. On board of the ship were several destitute seamen, who had been given passage in Panama for San Francisco. These men became destitute in South America, through their employer going bankrupt. Their story is as follows:

"We signed articles of the motorship 'Balcatta' at Seattle last November, for a trip to South American ports and return. Off the coast of Peru the ship struck, causing considerable damage and inflicting a bad leak in the bottom. However, we were able to proceed to the Peruvian port and discharge our cargo. From there we attempted to take the ship to Talcahuano, Chile, for necessary repairs.

"Our efforts, however, were crowned with misfortune. The water was pouring into the ship's hold faster than the pumps could take it out, causing the ship gradually to fill up. All of a sudden the ship slowly rolled over, turning turtle completely. We were left helpless at the mercy of the sea, until sighted by the British steamer 'La Pas,' which picked us up and took us to the next port, Talcahuano. The American Consul was notified of our shipwrecked condition and further action was awaited.

"The floating hull was subsequently picked up and brought into port, where the salvage crew were successful in righting the vessel. Necessary repairs were then started. Since the ship was to be sold, the crew made a demand for their wages, but it proved that there were no funds. A libel was placed against the ship, but was ineffective. The ship was sold for $30,000, while liabilities amounted to over $110,000, consisting of salvage, repair and tug expenses, as well as salaries of the crew. The men were not able to collect their wages, and demanded to be sent home, where they hoped to be more successful in their claim. They were placed on board of the steamer 'Santa Paula' and taken to Panama, where they were transferred to the 'Silver State,' which ship brought them into this port.

"Commenting on the latter passage, the men had bitter complaints, since they had been promised second-class accommodation, but were placed in the steerage. They had to live together with Chinese, and were fed on nothing but rice, fish and kelp.

"Here, then, is a case of gross injustice. The men were hired out seven months ago. They had willingly done their work, suffered hardships and danger, submitting themselves to humiliation of all sorts and in the final end they have to go begging to get a meal and a place to sleep, and that as the reward for seven months of work under modern industry. Surely, there must be something wrong when one man can gamble with a seven months' labor power of thirty to forty men.

"It is to be hoped that in future generations, when the management of industry will rest in the hands of a government of the people, that such industrial outrages will not occur, and it will be impossible for any imposter and gambler to cheat a working man out of his earnings by declaring himself bankrupt.

F. HARMS.

AUSTRALIAN GOVERNMENT SHIPS

The recent announcement by the minister in charge of shipbuilding that lack of funds (the current year's appropriation having been exhausted in eight months) would prevent the building of any further Commonwealth Government ships at the dockyard of New South Wales State Government on Walsh Island, and the Labor Party agitations which have followed the dismissal of large numbers of men from that plant and also from the Commonwealth Government dockyard at Cockatoo Island, have renewed public interest in the question whether the Commonwealth Government shall or shall not continue to build and operate its own vessels.

Opposition to continued Government construction of ships comes from the organizers of the so-called "Economy movement," a non-partisan agitation which seeks the reduction of all Government expenditures on the ground that the combined Commonwealth and State debts of over £800,000,000 ($3,893,000,000) is too heavy a burden to allow of any increase, even for productive enterprises such as ships.

The Commonwealth Fleet

The Commonwealth Government fleet was begun in 1916 by the purchase by the Prime Minister of fifteen steel cargo vessels of an average dead-weight capacity of about seven thousand tons and two wooden vessels, one of which was subsequently wrecked and the other sold. Lack of normal private shipping facilities and abnormal freight rates, due to war conditions, were the reasons of acquiring this fleet.

It was subsequently decided to increase the fleet by building in Australia twenty-one steel and twenty-four wooden steamers, in England five steel steamers, and in America fourteen wooden ships. Fourteen wooden ships were built in the United States, but were not satisfactory and were sold to American interests. Payment on five of them was defaulted by the buyers, and the Commonwealth had to take them. They are now running on the Australian coast. Contracts for twenty-two of the twenty-four wooden ships to have been built in Australia were canceled.

The steel cargo ship program was divided into two parts, the first consisting of six sister ships of a dead-weight capacity of about six thousand tons, each 331 feet long by forty-eight feet beam, with single-screw engines and Babcock & Wilcox boilers, giving an indicated horsepower of 2200 and a loaded speed of 10½ knots. The last of these vessels was completed in 1920 and all are now in commission.

12,000-ton Ships

The second part of the program consists of fifteen vessels, of which three were to be built at Williamstown, three at Walsh Island, one at Cockatoo Island, four at a private yard in Queensland, and four at a private yard in South Australia. Two of the Walsh Island boats have been launched. It is now intended to drop the other boat to have been built at Walsh Island, making the total number of Australian-built steamers twenty instead of twenty-one. One of the second set of vessels has been launched at Williamstown and one at Cockatoo Island, and work is progressing on eight more. The vessels of the second series already launched and nearing completion, and the others under construction are of the "Isherwood" shelter deck type, 331 feet long by forty-eight feet beam, carrying six thousand tons dead-weight on a 23.7-foot draft. Their engines, etc., will be the same type as those of the first series vessels.

The minister in charge of shipbuilding stated on March 19 that it was hoped that arrangements would soon be consummated by which the construction of two twelve-thousand-ton steel steamers would be resumed at Cockatoo Island. These will be equipped for oil fuel and will have a loaded speed of thirteen knots; they will be 530 feet long by sixty-three feet beam, and with a loaded draft of 29.75 feet. In addition to the Commonwealth-built ships three twelve-thousand-ton ships are building for the Government at Vickers' in England, and two at Beardsmore's, in England.

It has been asserted from time to time that the Commonwealth fleet was losing money. In answer to such statements the manager of the line declares that gross profits from the beginning of the operation of the fleet to June 30, 1920, were £3,182,000 ($15,485,000) and net profits £2,201,000 ($10,711,000). The first half of the current year, he states officially, will show a substantial profit, in spite of the losses from the recent shipping strike, and the second half promises a moderate profit.

OF QUESTIONABLE VALUE

Major Muirhead, of the Seattle Port Commission, has a few original ideas of his own, and has suggested to the Federal Engineering Department that the forty-four wooden hulls of the Shipping Board war merchant fleet be filled with cement and sunk as jetties or for breakwater needs. The hulls are interfering with traffic in Lake Union, and there is an insistent demand for their immediate removal, Muirhead states.

WAR'S TOLL AT SEA

Casualties to British Empire shipping on and near the coasts of the British Isles during the war have been published. Nine hundred and fifteen vessels, comprising a tonnage of 1,048,498 were lost by marine casualty. Vessels lost by enemy action numbered 3781; tonnage, 8,363,777. The deaths of seamen, fishermen, and passengers, including prisoners of war, numbered 40,860.

ON THE JOB IN SAN PEDRO

Enclosed please find the program of an entertainment held in our hall at San Pedro on Saturday, June 18. If there is room in the columns of the JOURNAL, have the same inserted, as I believe some of the boys might be interested.

Regarding the lockout, the conditions here are about the same as in San Francisco. The police are doing twelve-hour shifts now and are being given an example of what the shipowners are trying to make us swallow.

Fraternally,
HARRY OHLSEN.
San Pedro, June 18, 1921.

A concert and smoker was held in the spacious hall of the Sailors' Union at San Pedro on the night of the 18th of June. The same was given under the joint auspices of the five maritime organizations, and being the first one in the history of these organizations it certainly proved to be a great success.

The talent was supplied from each organization, and only members of the five maritime unions were admitted. The way everyone conducted themselves could not be surpassed. During the evening speeches were made by the following representatives of the different unions: Masters, Mates and Pilots, Captain Forstrom; Marine Engineers, Mr. Van Lupton; Marine Firemen, Mr. Gonzales; Marine Cooks and Stewards, Mr. Joseph Mack; Sailors' Union, Mr. Harry Ohlsen.

J. P. Paton of the Sailors' Union presided.

A good boxing match finished the night's entertainment. Over five hundred members attended and all agreed that this get-together meeting had been the best they had ever attended and that a similar one should be given in the near future.

DENOUNCE PRIVATE ARMIES

No other country permits employers to maintain private armies, declared James Lord, president of the A. F. of L. Mining Department, in discussing West Virginia conditions before the A. F. of L. convention.

"It is doubtful," he said, "if in any country in the world, no matter how reactionary or barbarous, the owners and directors of business are allowed to have and control armies of private hired killers as they do with impunity in some parts of our country. It is doubtful if in any other country, men whose sole recommendation are that they will commit murder or any other crime for pay, are allowed by the Government and with its full knowledge from its own investigation to supersede and displace constitutional government."

SICKNESS IS COSTLY

The New York State Industrial Commission states that "it is generally agreed that over 5 per cent of all absenteeism in industry is caused by sickness, one-half of which is preventable. A healthy group of employes makes for greater efficiency; measures providing for sickness prevention and adequate relief for the disabled pay dividends of incalculable value."

A FAMOUS VICTORY

After the "Battle of Blenheim"—By Robert Southey.

It was a summer evening
Old Matson's work was done,
And he before his office door
Was sitting in the sun.
And by him sported on the green
His little grandchild, Wilhelmine.

She saw her brother Peterkin
Prod something fat and round
Which he, beneath a shady tree,
In playing there had found.
He came to ask what he had found
That lay asleep, so fat and round.

Old Matson looked upon the boy
Who stood expectant by
And then the old man shook his head,
And, with a natural sigh:
"'Tis some poor sailor man," said he,
"That starved in the great victory."

"I find them on the sidewalks
For there's many hereabout.
And often as I pass the jail
The Jailor turns them out.
For many hundred men" said he,
"Were jailed in the great victory."

"Now, tell us what 'twas all about,"
Young Peterkin, he cries.
While little Wilhelmine looks up
With wonder-waiting eyes.
"Now tell us all about the war
And what they fought the unions for."

"It was the owners," Matson cried,
"Who locked the unions out.
But what we ever did it for
I could not well make out.
But all the owners said," quoth he
"'Twould be a famous victory.

"We brought the scabs to Oakland Creek,
Yon little stream hard by.
We did not dare to bring them here
For they were rather shy.
They robbed from honest men their bread
And when they saw these men they fled.

"With guns and clubs the waterfront
Was guarded far and wide,
And many a Berkeley 'Varsity scab
His shameful face did hide.
But things like that, you know, must be
In every famous victory.

"They say it was a shocking sight
Before the fight was won,
For many thousand sailors here
Lay basking in the sun.
But things like that, you know, must be
In every famous victory."

"Great praise the Berkeley 'Varsity won;
The owners praised the Dean."
"Why, 'twas a very wicked thing,"
Said little Wilhelmine.
"No, no, my little girl," said he,
"It was a famous victory."

"And all the owners praised the scabs
Who such a fight did win."
"But what good came of it at last?"
Asked little Peterkin,
"Why, that I cannot tell," said he,
"But 'twas a famous victory."

—J. P. H.

WORK DECLARED HEALTHY

Opinions have differed as to the fatigue-causing powers of different occupations; and many efforts have been made to establish a scale for definitely ranging them. A recent report of the U. S. Public Health Service states that the amount of sulphur excreted through the kidneys of men engaged in a wide range of work has been found to coincide very closely with the relative arduousness of the work, as estimated by four good observers.

CONVENTION LETTER

(By Laurence Todd)

The delegates are in a serious mood. The labor movement is in the midst of the bitterest contest with organized capital that was ever waged on this continent. Bread lines are in prospect. The Federation's membership is ready for a new and aggressive program—provided always this program can be shown to be practicable.

Of the 130 resolutions before this convention, a great many deal with the need for organizing various industries, localities or cities. Among the resolutions thus far adopted are demands for Senate investigations of the West Virginia mining war, the maritime lockout with its background of European intrigue, and the terrible conditions in Southern cotton mills since the recent ruinous reductions in wages and increases in hours of work.

Thos. F. McMahon, of the United Textile Workers, told a pitiful story of the degradation, misery and slavery forced by the Cannon mills in the Carolinas upon their industrial victims. These horrors, he said, are the worst he has seen in forty years of pioneering in unionism in the cotton textile industry.

Washington State, with its lumber industry, and Montana, Wyoming and Colorado, with their mining industries, told of losses through the anti-union drives and persecution conducted by war profiteers and through lack of sufficient organizers to reach the men. A revolt of thousands of members fo the Loyal Legion of Loggers and Lumbermen in the woods of Washington against wages of $2.35 a day with board costing $9.50 a week imposed upon them by the bosses, was reported by Short of Seattle.

Women make their demand of the Federation this year in definite terms. The Women's Committee for Industrial Equality, of Denver, has a resolution asking an amendment to the Federation's constitution which will guarantee to men and women workers the same rights within the organization, and will forbid discrimination against women in the labor movement because of their sex. Some unions exclude women from membership, some from the right to hold office or even to vote for officers, thus limiting their right to bargain collectively. A claen-cut declaration in favor of women's equality with men in these rights was made by the special conference of heads of national and international unions held at Washington last February.

Two addresses delivered at the convention on Thursday were significant of the drift of the times. Colonel Owsley, of Texas, representing the American Legion, made a vigorous, sonorous, somewhat sinister talk, demanding that "your powerful and dominant organizations" line up with the Legion for "absolute loyalty to our Government." His words were without one note of sympathy for humanity's present industrial sufferings, or for labor's struggle toward justice.

He was followed by the Rev. Geo. S. Lackland, of Denver, who told of the struggle between Mammon and the soul of the Church, and aroused delegates to a tremendous demonstration when he declared that the younger clergy would stand by labor and against organized greed and its dictation. He ended by appealing to the Legion to defend the Y. W. C. A., which organized wealth seeks to destroy for its friendship to labor's cause.

Lackland was given a rising vote of thanks. Owsley was forgotten, even as he sat and witnessed the enthusiasm of the convention for the frank young follower of the Carpenter of Nazareth.

Convention Progress

Under the report adopted, after four hours of notably forceful debate, the Executive Council of the American Federation of Labor stands instructed to "devise and publish the necessary legislative program," which shall "secure to men employed in organized industry that equality of enjoyment of all the rights, privileges and immunities now enjoyed by those who contribute capital to organized industrial enterprises, to the end that basic industry conducted under corporate grants shall be conducted for the common good, and not for the profit of a class of men."

The Federation has made progress here at its Denver convention.

It has issued a declaration of its right to take—by legal process, but still to take—a partnership in the management and benefits of organized corporate industry. It has gone back to the Declaration of Independence and the Bill of Rights, and has called the attention of the country to the fact that this Government was originally founded in order to safeguard the right of every human being to the enjoyment of the gains of his own industry, and that the private corporations have grown up like noxious weeds to choke out and kill this human right, until now America is an industrial despotism in which the individual worker is helpless and hopeless. The convention summons the Nation to go back to fundamental Americanism.

Support Government Ownership

This declaration and resolution, coupled with a definite reaffirmation of the Montreal resolution in favor of Government ownership and democratic operation of railroads, came from the railroad labor organizations, and it was adopted by an almost unanimous vote on Wednesday, in spite of the fact that a seven-to-six majority of the Resolutions Committee opposed it. The seven on the committee, led by John Frey, wanted to stop short with reaffirmation of the railroad resolution of last year, but the minority report, presented by Howard, of the Typographical, was, from the outset, seen to be the demand of the convention. The opposition made no request for a roll call when the thunder of "aye" had echoed through the auditorium upon the viva voce vote.

Resolution 59, which is substantially the report as adopted, was supported in the debate by Lewis on behalf of the United Mine Workers, Hewitt and Grow for the Machinists, Hays and Morrison for the Typographical, John Walker for the Illinois State Federation of Labor, Gainor for the Letter Carriers, Furuseth for the Seamen, and Woll for the Photo Engravers.

Furuseth, and Tobin of the Teamsters, secured amendment of the language of the report so that the "railroad" and not "transportation" systems are to be made the immediate object of nationalization and democratic management.

Woll pointed out that a plan of democratizing industry, which will destroy the present overwhelming industrial power of giant corporations, but which recognizes the partnership of capital with labor in them, is not socialism but "ideal capitalism." John Walker termed it "a step in co-operation."

President Gompers offered no argument on the issue, while Vice-president Duncan repudiated both Government ownership and democratization. Furuseth, while voicing suspicion of governmental powers, confessed that there was no good reason why a democratic government might not be secured and real democracy take possession of the industrial field also. "Unless democracy did win industry," he concluded, "humanity was doomed."

So was settled the great battle of the convention. Glenn Plumb, whose program was carried in the resolution, and who had addressed the convention on Tuesday, witnessed the adoption of the new policy.

Labor Not Interested

On Ireland, the convention took decisive action, thanks to the parliamentary law created by President Gompers and his advisers as they went along.

The resolution for a boycott against British-made goods was not permitted to come up for a vote—which was what its promoters most desired. The committee reported the Brady resolution of general sympathy and appeal for Irish liberation and independence—but omitting the demand in the Brady resolution for immediate payment of British debts of interest to the United States Government—as a substitute for the four Irish resolutions that had been introduced. When Madsen, of the Chicago Federation of Labor, moved as an amendment to the committee's report that the boycott resolution be added to it, President Gompers ruled that no resolution rejected by the committee in making up a substitute could be offered as an amendment.

This point being sustained by a large majority of the delegates, who were manifestly hostile to the taking of a roll call vote on the boycott, an attempt was made to recommit the report with instructions to add the boycott to the substitute resolution, and also to recommit with instructions to report back both the Brady resolution and the boycott. Mr. Gompers ruled both these motions out of order.

Wilson, of the Patternmakers, moved the previous question, the report was adopted, and the Irish boycott incident was closed.

Seamen's Resolutions

A great variety of other action was taken, covering legislative, political, international and trade problems. For example, the Seamen offered resolutions, which were adopted, reciting the fact of the anti-union policy declared by the new Shipping Board, the fact that wages are again to be reduced in January, and the violation of promises made by the Government to the seamen in recognition of their heroic self-sacrifice in the submarine zone during the war. They charge the Shipping Board with seeking to torpedo the Merchant Marine and sea power of America, and compliment the seamen upon their loyalty to that sea power and to the principles of human freedom. Finally the convention declares: "Because we have not forgotten the services of the seamen during the war, we are hereby reminding the

American people of that service and of the promises then made to them, to the end that other workers here and elsewhere may realize the true value of such promises, and with all haste make ready to meet similar treatment."

Resolution calling for the establishment of daily labor newspapers, and of labor propaganda through the operation of moving-picture studios and theaters, were referred to the Executive Council for report next year.

The Machinists' old-age pension resolution was referred to the Executive Council for study, while the Council was given another year in which to complete its study of the wisdom of health insurance. On the Machinists' resolution for unemployment insurance, the convention upheld its Resolutions Committee's report, that such insurance was dangerous to the liberty of the worker. President Gompers spoke at length against insurance against loss of jobs. Furuseth declared it would involve the use of "industrial passports." Cyrus Crow, of the Machinists, made a spirited appeal in its behalf, in the name of millions of families now in want. He was voted down.

Exclude Asiatics

Complete exclusion, for the present, of all immigration, and new and rigid means of excluding all Chinese and Japanese laborers and small merchants, and persons who might become such, was approved. A California resolution aimed to prevent "races of yellow color" from becoming citizens, and to prevent Japanese from buying or leasing agricultural lands, was likewise adopted.

One of the humorous incidents of the session was the ease with which the Federation went on record again in favor of the legalized manufacture and sale of beer. The Brewery Workers' resolution was favorably reported, was put to a vote without discussion or attention, and was endorsed by the voices of perhaps a score of delegates, none opposing.

Although the convention pigeon-holed in the Executive Council the proposal that five labor universities be established, it listened to an excellent report on education from Stillman, of the Teachers' Federation, secretary of the Committee on Education. This report dealt in part with "Control of Thought" discussed in the Executive Council's report, and added that:

Defend Our Schools

"There have been brought forcibly to the attention of the committee numerous flagrant attempts to intimidate teachers in the exercise of their rights and duties as citizens outside the school, and to compel them to serve the interests of propaganda within the classroom. In the light of the definite policy revealed by these attempts in all sections of the country, the frank boast of Roger Babson, who conducts one of the leading advisory agencies of the business and employing interests, becomes even more sinister:

"'The war taught us the power of propaganda. Now, when we have anything to sell to the American people, we know how to sell it. We have the school, the pulpit and the press.'

"That boast may have been blatant and overconfident, but exceedingly powerful forces are working constantly to make it a reality. . . . Organized labor must be on the alert constantly and everywhere against insidious efforts to pervert the schools."

More and beter schoolhouses were demanded as a fundamental right of the children of the wage-workers. Appreciation was expressed for the adult schools established by the Ladies' Garment Workers and other labor bodies, as well as for the work of education done under adverse conditions by the struggling labor press.

A resolution offered by Green, of the Miners, and adopted, called for an equitable tariff on Mexican fuel oil brought into the United States. Green declared that this cheap petroleum is underselling the oil and coal produced in this country to an extent which threatened to destroy the present standards of living of American mine and oil field workers.

WEEKLY NEWS LETTER.

(Continued from Page 5)

The seamen refuse to accept a six months' agreement, because it would expire at the dullest period of the year.

The Shipping Board's anti-union attitude is in line with its refusal to submit the entire question to the President, and their refusal to agree to give preference in employment to American citizens, with second preference to seamen who have declared their intention of becoming citizens.

Unemployment Grows

The United States Bureau of Labor Statistics announces increased unemployment in May, as the result of reports received from representative establishments in thirteen manufacturing industries and in bituminous coal mining.

Comparing these figures with those for identical establishments for May, last year, it appears, says the Bureau, there were decreases in the number of persons employed. Cigar manufacturing is the one industry which shows an increase, 0.3 per cent, over May, 1920. The largest decrease, 41 per cent, appears in car building and repairing. Leather, paper and automobiles show respective decreases of 34, 34.4 and 34 per cent.

All of the fourteen industries show a decrease in the total amount of the pay roll for May, 1921, as compared with May, 1920. Iron and steel lead with 56.1 per cent. Paper making decreased 48.3 per cent, and leather 45 per cent.

Unionists Urge Probe

Congressional investigation of the seamen's strike and of Southern cotton mills were demanded by the A. F. of L. at its annual convention. The seamen's cause was presented by Andrew Furuseth, who repeated his charge of an international conspiracy against the seamen, and that proof could be secured by any committee appointed by Congress.

In urging the textile probe, Thomas F. McMahon, acting president of the United Textile Workers, said: "In some parts of North Carolina you cannot work without permission of mill owners, you cannot live in towns without the permission of mill owners, and when you die you cannot be buried without the permission of the mill owners. Some organizers have lost their lives in efforts to assist these workers."

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
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EASTERN MARINE WORKERS' ASSOCIATION
NEW HAVEN, Conn ..... 13½ Collis Street

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C. W. DEAL, Secretary
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Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

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Labor News

On June 17 the striking British miners voted to reject the new wage offers of mine owners.

At Tacoma, Wash., organized bakers are renewing last year's wage agreement, despite efforts of a few employers to lower conditions, via the anti-union shop.

The Court of Errors and Appeals has upheld an injunction against picketing by nine union machinists in Newark. These workers must go to jail for three months and pay a fine of $50.

Out of four hundred Southern Pacific shopmen, who voted at Sacramento on the question of accepting the wage reduction put into effect recently by the Federal Labor Board, only sixteen voted in the affirmative.

Carmen employed in the Great Northern shops at Hillyard, Wash., voted 3 to 2 to accept the wage cut made by the Federal Railway Labor Board, effective July 1. Railroad blacksmiths voted against the wage-cut by one majority.

An assessment of $1 per week on all members of affiliated unions who are employed has been levied by the Bay Counties District Council of Carpenters. The money thus raised will be used in paying benefits to members locked out by the Builders' Exchange.

Labor troubles continue unabated in Australia, notwithstanding extensive legislative measures for prevention. Compulsory arbitration has proved a complete failure and has a strong tendency to divide the country into two parties always at loggerheads—employer and employe.

A. C. Dauphiny, labor candidate, was recently elected Mayor of Eureka by a heavy majority, defeating L. F. Puter. There was a big majority for a bond issue authorizing the purchase of the property of the Humboldt Transit Company and the inauguration of a municipal street railway. Success of the bond issue resulted in the Street Carmen's Union calling off the strike, which has been in force several months.

Packing house employes, in Chicago, began their fight against a proposed five-cent an hour reduction in wages before Judge Samuel Alschuler, arbiter, on June 24. Harry Haslon testified he received $21 a week, and was compelled to work nights in a grocery to support himself and his family. "Sooner than violate union rules, I'd let my children starve," he said when asked if he were willing to work overtime. "If I'd work overtime I'd be taking someone's bread and butter away from him."

Union labor has scored a decided victory in the Pullman Company controversy. Ten thousand workmen employed in the Pullman car shops will not suffer a reduction in wages July 1, as planned by the Pullman Company. The United States Railway Labor Board has directed that the order for the reduction be nullified, and said the Pullman Company officials must meet with the heads of unions and discuss the matter of reducing wages. In the event no agreement can be reached the case is then to be brought before the Federal Wage Board.

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Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Einar
Erikson, Lars
Ekengren, Olaf
Erikson, Nils
Eklung, Victor
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Elsted, John
Edvords, Louis

Forbes, Frank M.
Fugman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
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Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
Grau, Axel
Graudin, Ed.
Gulliksen, Amandus
Gangsrod, Karl
Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Halley, Wm.
Hagen, Harald
Healey, Geo. S.
Halvorsen, Karl
Hansen, Martin
Holmen, K.
Harper, Earl
Hoed, Hans
Heggum, Louis
Harms, F.
Hefling, Jack
Halmin, Wm.
Hahnqvist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
Jansen, R.
Johnson, Dick
Janson, John
Johnson, Elias
Jenson, James
Johanson, Matt
Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
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Johnsen, Ludvig
Johansen, Arthur H.
Jacobson, M.
Johnson, Ed. -2294
Johanson, Olof K.
Johnson, G. A.
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Johansen, Carl
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Kallo, K.
Karlson, G. A. -1190
Krastin, J.
Kragstad, A. E.
Hoppen, Oluf
Kristiansen, Aarnt
Knudsen, Andrea
Kilkeary, Frank C.
Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Laskinen, Fred
Livingstone, Ed
Larson, Rudolf
Lacy, James
Lichtenberg, Ben
Lauritsen, P. E.
Ljungstrom, Oscar
Lee, L.
Larsen, Emanuel
Larsen, E. -1345
Lauritsen, P. E.
Leeween, A. W.
Landlung, Chas.
Lauritsen, Jack
Larson, A.
Lawersen, L.
Lleson, Wm.
Lynum, A. M.
Lutton, Theod
Lyngues, Chr.
Lund, Eric

Millard, Frank
Martinsen, Ingvald
Macleod, Alex
Molder, John
Monroe, N. S.
Mengert, Fred
Moore, Thos.
Marsaard, H.
Michalson, Harald
Musch, Chas.
Mann, Albert
McPherson, James
McLean, Angus
McIntyre, L.
McCoy, J. L.
McMullen, J.

Nilsson, N. J.
Nilson, A. H.
Nolan, Janus
Nelson, Swan
Nilson, Carl -302
Nurse, A. L.
Nilson, Adolf
Nelsen, Peter
Nelsen, Ross
Neelsen, H. J.
Newland, Ernest
Nyhagen, Julius
Nicholsen, Ben
Nurken, Herman
Nergaard, H.
Nelson, Werner
Nelson, P. A.
Nilsen, Harald
Nelsen, A. B.
Nahinan, F.
Nilsen, N. P.

Ovist, John
Osterberg, C. V.
Optedal, Caspar
Olsen, John H.
Owens, J. W.
Ogga, Ed

Pendville, N.
Pedersen, J. M.
Petersen, Bjarm
Parker, Bert
Pederson, C. E. -1286
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Pedersen, Emil F.
Pabus, Laas
Pedersen, Ole
Pedersen, O. J.
Permin, J. C.
Pedersen, E. P.
Paulsen, O. E.

Quandt, A.

Rasmussen, Chr.
Rod, S.
Rasmussen, Peter
Rebour, Frank
Rorvik, Chas.
Randle, C. W.
Reilley, Ralph
Ross, Herbert
Ronberg, Edvard

Sandin, P.
Sater, P. Pedersen
Skag, Otto
Saderberg, Albin
Scarpa, E.
Stiffler, Roy
Sherrin, E.
Strand, Charley
Skaag, Paul
Shipley, A. M.
Steiner, F.
Stenberg, Hjalmar
Sitts, La Verne
Simonsen, S.
Sandstedt, E. H.
Seyfried, M.
Thorsen, V.
Tasel, John
Torwich, Hans
Tangeros, L.
Thomsen, Peder
Theysen, Arthur
Unwin, H.
Wheeler, G. W.
Welkens, Henry
Wiger, John
Welson, E. W.
Wilson, Walter
Westerlund, Albert
Stetson, Henry
Schrage, P. W.
Schler, T. J.
Schirmbel, Rup
Sarv, H.
Smith, Aug.
Scarlett, J.
Swansen, Axel
Salonen, Ivori
Salmar, K.
Stockburger, C.
Stidham, C. W.
Samuelsen, Hugo
Semberg, John
Swanson, J. -1013
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Teneson, J.
Tripplett, C. J.
Thorsen, Hans
Tugmen, Arthur
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Torstinsen, A. J.
Volley, P.
Wold, Stadius
Ward, Wallace
Wahlstrom, Eric
Wallin, A.
Walker, A. A.

SAN FRANCISCO
Alaska Fishermen's Letter List.

Andersen, Ole
Anderson, Hilding
Albertsen, John
Brown, George A.
Carlson, E.
Carlsen, Ernest
Clark, Bruce
Flem, Knut
Graham, R. J.
Harji, Elmer
Hagburg, Gust.
Johansen, F. C.
Johanson, Fritz C.
Jacobsen, Emil
Karlkromoli, Steve
Lauren, William
Larsen, Theodor A.
Miner, J.
Millsson, B. E.
Olsen, Oscar Johan
Smith, R.
Schultz, Walter
Shooba, Nils
Schaffer, Paul
Tonnisen, Peter

Aberdeen, Wash., Letter List.

Anderson, E. T.
Anderson, John C.
Anderson, Gus.
Bradsberry, Geo.
Balm, August
Barton, M.
Caltane, Jose
Douglas, W. Sid.
Fosterwall, Kasper
Gunther, R.
Hansen, Adolph
Hanson, Oscar
Hederstrom, Garvid
Johannesen, Alf.
Jansson, John
Johanneson, Jonas
Krause, Frank
Lange, Henry
Lepp, Alex.
Miller, Fred Wm.
Newington, Fred
Nelson, Hans
Olsson, Chas.
Olsen, L. -1099
Pedersen, W.
Parker, Arthur L.
Rahman, Geo.
Ruben, Chas.
Randle, C. W.
Robinson, G. H.
Rengsdarf, W.
Saro, W. R.
Smith, Emil
Smith, C. Johan
Tonsfeld, John
Vejvada, Frank
Waksten, A.
Westerberg, Carl

Honolulu Letter List.

Bergqvist, O. C. F.
Crawford, Th.
Carlson, Ernst
Ekdahl, Fred
Ellwood, Ed. J.
Fleming, Wm.
Genly, O. B.
Gonsoff, A. J.
Lundgren, Karl
Hanson, N. M.
McGowan, John
Nicholson, C. T.
O'Brien, James
Osman, J. B.
Sandstrom, Anton
Scott, H. T.
Sorentino, Joe
Sackett, Norman
Tveda, Nick
Xavers, Francis

INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Albertson, J.
Alto, John -1349
Anderson, Walter
Andersen, H. M. -1495
Anderson, Harry B.
Anderson, Gunnar
Anderson, A. G. B.
Anderson, J. N.
Aspe, Teodor
Anderson, Chas.
Andersson, Gust B.
Anderson, Chas. A.
Anderson, Sam

Balotin, Alex
Bordeaux, E. T.
Bersin, Jacob
Belmont, Joe
Bye, Kristian
Bordell, George
Boe, Ivor
Boyd, W. P.
Berge, Kristian
Boom, A. E.

Cords, W. A.
Christophersen, B.
Carr, R. W.
Catherwood, G.
Crawford, Thomas
Carroll, Kenneth
Cristen, John
Cormie, William
Carlsen, Dick
Cordeau, Thomas
Clementsen, Alf
Carrl, Robert R.
Christensen, Jens C.
Calcoff, Sam

Daunt, C.
Dallman, H.
Desmond, Albin
Diaz, Domingo
Dealy, Daniel
Deavor, Alvin

Eliasson, Geo.
Erickson, J. W.
Evans, John
Eliassen, Emil
Evensen, Alex

Franson, Albin
Fernandez, Chas.
Frees, Knud
Forsberg, Alfred
Friz, Ottmar
Franzell, A.

Gomez, F.
Gougat, Frank
Gregersen, Krist
Gunnerud, Ulrik

Hanlon, William
Horton, Geo.
Hagberg, Norman
Henriksen, Ernest
Haggeros, Sam
Hall, Robert
Hellman, Max
Hickey, John
Heiari, August
Horner, Ambrose
Harnick, Julius
Holmstrom, Oscar
Hoelland, Jonny
Hurley, Michael
Holmstrom, John
Horton, George A.
Heino, A.
Harris, John T.
Harbst, John -2905
Hansen, H. P.
Iwersen, W.
Isaac, John S.
Johnson, Tom
Johansson, N. A.
Jones, Alfred
Johansen, N. A. -1604
Jahnke, Richard
Johnson, Oscar
Johansson, Albert
Jones, Arne M.
Janson, Jack R.
Jorgensen, Knud
Johnsen, George
Jacobsen, Alfred
Jonssen, Fred
Jeffries, Eddie
Jensen, Laurits K.
Jensen, Marius
Johnson, C. A.
Johansen, Ed.
Johnson, Edw. C.
Johnsen, F. K.
Jorgensen, J.
Jonessen, Fred
Jacobsen, Tom
Johansen, J. -1432
Johansen, Carl
Johnsen, James
Johnston, Leslie
Jorgensen, Jens Geo.
Jensen, Kristian
Johansen, J. E.
Jonassen, Johannes
Jentouch, Solfred
Jorgensen, J.
Jensen, Paul

Knursen, Ch. -1456
Kloe, A. C.
Kohler, Arthur
Kilberg, Peter
Karjon, John
Kind, Herman
Koff, Michael
Knudsen, Andrew
Kopatz, Oscar

Lindholm, Chas.
Levy, Louis
Loven, C.
Lund, F.
Lind, Carl
Loeff, H. van der
Lodersen, John
Lill, Karl
Lindroos, Oscar
Lee, James
Lehan, C.
Larsen, Olaf J.
Luhrs, Ludwig
Larson, C. S.
Ligovski, Joe
Luce, Paul
Luhrs, Ludwig
Lobelos, Jose
Lindquist, K. -1961
Lund, Olaf
Lamon, Arne

McVey, Frank
McBride, George
McCard, Albert
McMullen, Dan
McGhee, E. J.
Miller or Meuse
Machen, L. E.
Muishneck, W.
Moritz, W.
Mattson, Maurice
Martinson, J. L.
Morcu, Harry
Mize, J. H.
Mathiesen, Nicolas

Nelson, Charlie
Nystrom, Uno
Neville, Thos.
Nordberg, Hilding
Nilsen, Alfred
Nelson, C. A.

Olson, Ed.
Olsen, Kristian
Ossante, Anthony
Olson Olaf V.
Odom, Jackson
O'Donnel, Jas.
Olsen, Harold
Ofeldt, C. G.
Ovist, John
Olsen, Ole P.

Petterson, C. V.
Paldan, Ed.
Persson, Bernhard
Pastorillen, K. M.
Pahis, Jim
Peterson, O. E. -1558
Perry, Peter
Quatararo, Michal

Rokow, Steve
Rommel, Andrew
Runsha, Henry
Rensdorf, W.
Runge, Robert
Reidel, Gus
Romani, Gatano
Rantala, Sam
Ruygrok, Dick
Rogers, Robert G.
Ragen, Joseph
Rosenthal, W.
Sundquist, Walter
Steinbrick, Paul
Schaeffer, Geo. V.
Saunders, Jack
Sandblom, H.
Schierenbeck, K.
Sandberg, N. A.
Sether, O. J.
Sorensen, Edwin
Swanson, Eric K.
Sutert, Ole
Sandbock, George
Shaffer, R. W.
Stewart, Elder C.
Stuhr, Olaf
Selzer, Max
Sunde, O.
Saland, Hans
Schmidt, H. T. L.
Stoll, Rolf M.
Sandstrom, Hjalmar
Shuffer, Ray
Thompson, Maurice
Tinsman, F. T.
Trenland, C.
Thornlund, John
Tosh, James N.
Veits, C. L.
Viscarra, Oscar
Verney, A.

Williams, Edw. P.
Wright, Charlie
Wilhelmson, Karl
Wennerquist, Anton
Williams, Frank
Welteverdo, John
Ward, Stephan
Winkelman, Otto
Worthington, Asa
Westerberg, Otto
Woide, John
Wilson, John
Wright, Tom
Wilson, Edw.
Williams, Frank

Young, William
Young, Carl

Zimmerman, Fritz
Zitbury, Harold

PACKAGES

Braest, K.
Campbell, J. R.
Costley, F. L.
Friz, Ottmar
Halerup, Axel Johansen
Hennum, Christ
Johanson, N. A.
Langmann, William
Monteiro, John
Nixon, Leonard
Offerdal, Ing
Sundholm, Franz
Viets, C. L.
Zilla, Joe

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I have said that I would never be attorney for shipowners, until the seamen were shipowners. One of the purposes of my visit to Europe this summer is to acquire knowledge as to shipping conditions abroad and particularly to ascertain with what degree of success the seamen of Italy are operating ships.
Any seamen, who, with a view to becoming shipowners some time, are willing to form "a Seamen's Society for Savings" and will pledge to save one-fourth of their wages over their board and lodging per annum, said savings to be put in a depository that they themselves may select, please communicate with the undersigned.

SILAS B. AXTELL, 9 State St., New York City

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in an emergency—not with guns to protect your country, but with personal resources to protect your dependents?

The man or woman who saves a few dollars each pay-day builds a wall against misfortune. INVEST YOUR SAVINGS IN TREASURY SAVINGS SECURITIES.

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$ 1 Treasury Savings Stamps	$ 1.00
$ 5 War Savings Stamps	$ 4.16
$ 25 Treasury Savings Certificates	$ 20.80
$ 100 Treasury Savings Cetrificates	$ 83.20
$1000 Treasury Savings Certificates	$832.00

BANK OR POST OFFICE.

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120 Broadway, New York

INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic," "Cold Spring vs. Lycoming," Benoni vs. West Hargrave," "West Harcuver vs. Ozaukee," "Western Glen vs. City of Forth Worth." S. B. Axtell, 9 State St., N. Y. 3-29-21

Yorba Linda against Silverado—

I represent some of the crew of the S. S. "Yorba Linda" for salvaging the S. S. "Silverado" on the Coast of Peru, March 31, 1921. You are all entitled to share in the award. Communicate at once with S. T. Hogevoll, Attorney, 600 Pacific Bldg., San Francisco.

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

World's Workers

A threatened general strike in Denmark has been averted after protracted negotiations between employers and employes. The second strike notices had been sent out by the unions in the iron, wood, and brickmaking industries.

The "Australian Worker" remarks that "the fashionable shopping centers of London are now thronged by disabled former soldiers with barrel organs, who, with pitiful displays of their wounded condition, unemployment, and impoverishment, manage to collect some pennies from the crowds. All these heroes got out of the great fight for democracy is their medals and the right to beg!"

The executive committee of the British Miners' Union, which met last week to consider the coal strike situation, decided to ask all the trades unions affected by the wages dispute to meet the miners' representatives at an early date, with the object of taking national action with the miners to secure their mutual demands. Secretary Hodges of the miners said this implied a general strike if the other unions agreed.

Under the Women's Legal Status Act passed by the N. S. W. Government, a member of the female sex can be elected and act as a member of the Legislative Assembly, Lord Mayor, or aldermen of the City Council of Sydney, mayor, president, alderman, or councilor of any municipality or shire, a judge of the Supreme or District Courts, chairman of Quarter Sessions, stipendiary or police magistrate, or justice of the peace, or to be admitted as a barrister or conveyancer.

At Brighton, England, last week, resolutions were unanimously adopted by the Labor Party conference expressing admiration for the spirit in which the coal miners had "faced the attacks launched on them by the Government and the owners," and declaring that the struggle had been one in which the interests of labor, as a whole, had been fought for, and not for the miners' interests alone. The conference was asked to provide all possible facilities to help the labor party continue its support to the miners and diminish the suffering in the mining districts.

The strike of the typographical workers constituted the first attempt of the Labor Movement in Hungary to raise its head since the crushing of the Hungarian Soviet Republic by Roumanian, Czecho-Slovak, and Servian troops. That this strike actually broke out was a surprise for all those who have been following events in Hungary, that there was no attempt at the sanguinary crushing of the strike by the White Terrorists' bands, and not even a single strike-breaker was the second surprise. Even the Christian Unions, irrevocably created by the Government, declared their solidarity. During the typographical strike not a single newspaper appeared. The only publication issued was that edited by order of the Government, which was brought out with the aid of University students, who ran true to form and scabbed on the workers, and one or two indispensable typographical workers who were terrorized into working.

Domestic and Naval

The freighter "Western Knight," bound from Norfolk, Va., with coal for Pearl Harbor, H. I., last week, was towed into Charleston, S. C., in distress.

A survey of the havoc caused by the Pueblo flood, compiled by agents of the Santa Fe Railroad, placed the deaths at Pueblo at five hundred.

The United States Shipping Board steamer "Suwied" was in distress with damaged engines, somewhere off Boston, according to radio messages picked up June 23.

Senate investigation of the disturbance in the Mingo, W. Va., coal fields has been finally ordered. The Committee on Labor is expected to begin the inquiry next month.

President Harding has declined to meet a request that Government employes in the District of Columbia be given a half-holiday on Saturday throughout the year. The President is understood to have refused on the ground of economy.

A total of $414,067,440 is carried by the naval appropriation bill under final figures completed by Senate and House conferees. This is an increase of $18,065,000 over the original House appropriations, and almost $80,000,000 less than the Senate provided.

The House of Representatives passed the Porter resolution declaring the war with Germany and Austria terminated. When peace is formally declared the question of a treaty with Germany settling war accounts and providing for amicable relations will be considered.

Towering icebergs within sixty miles of the trans-Atlantic track are causing great concern in shipping circles. Seven giant masses of ice have been sighted by the Coast guard steamer "Seneca." Ships at sea have been warned by wireless of the danger.

Six weeks' repairs will be necessary to place the United States destroyer "Dent" in cruising condition, according to an official report received by the commandant of the eleventh naval district from the Board that examined the craft in the Long Beach drydock. The "Dent" was recently struck by a torpedo during smoke-screen exercises off San Clemente Island.

First steps have been taken by the Board of Fire Commissioners, at San Francisco, to place the two fire boats in commission by July 1. Appointments of two captains, two lieutenants and twenty-four hosemen to form the fire-fighting personnel of the two boats will be made by the commissioners before the first of the month. The operating force for the two boats will consist of four pilots, eight marine engineers and eight marine firemen.

Women gained equal rights with men in Wisconsin when the State Senate accepted the Judiciary Committee's bill removing all legal restrictions governing the sex. The measure has gone through both Houses of the Legislature and is now up before Governor Blaine, who is expected to sign it. The bill supported by the National Women's Party was saved from radical change at the last minute by a 17 to 11 vote in the Senate against adoption of an amendment which would have denied them the right of contract.

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Member of the Associated Savings Banks of San Francisco
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PARK-PRESIDIO DISTRICT BRANCH, Clement and 7th Ave.
HAIGHT STREET BRANCH, Haight and Belvedere Streets

DECEMBER 31st, 1920

Assets	$69,878,147.01
Deposits	66,338,147.01
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,540,000.00
Employees' Pension Fund	343,536.85

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Aalstra, E.
Abbey, John E.
Adamsson, J. -4144
Anelsen, Jorgen
Allias, W.
Ames, M.
Andersen, Trygve
Anderson, Edwin
Anderson, Julius
Anderson, Sam
Andersson, A. B.
Andreassen, Emil
Anderson, Andrew
Andreassen, Arne
Andersen, Henry -1526
Anderson, G. Alexius
Anderson, Nels F.
Apple, August
Arentsen, John
Aso, G.
Aspe, T.
Austin, Tom

Baggs, H. L.
Bang, Oskar
Baer, Frank
Backman, Paul
Bauer, Andrew
Bell, Robert M.
Berg, H. J.
Besitser, Henry
Bennett, C. A.
Benway, Chas. P.
Berg, J. E.
Blomgren, M.
Bock, James
Boyce, Robert
Bjorseth, Einar
Bola, W.
Bornhofen, P.
Boulisne, F. A.
Brandt, J.
Brown, Edward E.
Brunvald, Harry
Bradley, H. O.
Bradshaw, Frank
Britwin, D.
Burns, Frank
Byrne, Michael

Campbell, Martin
Capodannan, Frank
Carlson, Thure
Carlstrom, A.
Carlsson, J. Ovald
Carlson, Julius
Chapman, Edwin E.
Christensen, H. C.
Christensen, K.
Christian, Jim
Christiansen, Kris
Christensen, A. P. L. B.
Clark, H.
Clark, Fred W.
Clark, Lawrence J.
Coffey, G. E.
Corey, Eldridge
Cormack, Wm.
Constantinides, Al.
Cordery, Allen
Connors, Georg H.
Cobb, R. H.
Crume, John A.
Czarnetsky, Fritz A.

Danielsen, Aug.
Dawson, H.
Dahl, Helge
Dale, W. H.
Dean, C. S.
Dehn, Ole
Diez, Harry
Doaver, John de
Donnelly, Bern.
Douglas, S. W.
Dobbelaar, A.
Dumas, C.

Edwardsen, Johan
Eisenhardt, C.
Ekholm, Frank
Emerson, H. E.
Ekola, Henry
Espler, W. B.
Espinoza, Juan
Even, Frank

Fabrowsky, The.
Feb, R. F.
Fraser, E. D.
Fitzgerald, Richard
Fitzgerald, R.
Finn, Edmund W.
Fiellman, Geo.
Forslund, Fred
Foreaker, R. A.
Forslund, Fred
Foley, John J.
Foster, Clarence
Friberg, Chas. A.
Franson, A. E.
Francis, C. H.
Frizzell, R. L.
Fuller, Everett E.
Fulmer, W. A.

Gaare, Johan
Gabrielson, Lars
Giessing, H.
Gorman, Andrew
Green, Granville
Green, Herbert
Gregory, Mont N.
Gustavson, G. B.

Hagen, Trygve
Haggersen, Ben
Hall, Ross L.
Hansen, Hans C.
Hansen, Hans M.
Hansen, Martin A.
Hansen, T. E. J.
Haugen, Hans C.
Handt, Wilhelm
Harbst, J. D.
Harris, George
Hansen, Fritjof
Hansen, Jorgen
Heis, J. S.
Hendricksen, J. R.
Hermansson, Fritz
Herlitz, Ivar
Hetland, Halvor
Holmstrom, Fritz
Hubertz, Emil
Hurtta, Toivo

Isacson, Erik
Isaksson, Gunnar

Jacobs, Henry
Jacobsen, Alfred
Jameson, J. E.
Jansson, Carl Hj.
Jaycox, James
Jensen, C. A. G.
Jensen, Harry
Jensen, Wm. H.
Jensen, Olaf
Jensen, Paul E.
Johnsen, Arnold B.
Johnson, Pontius
Johnston, Leslie
Johansen, Walter
Johanson, E. A.
Johansen, Theo.
Johansson, J. W. L.
Jonasson, Henning
Johanson, Otto
Johnsen, Alder
Johnsson, E. -2533
Judd, Jack
Jurgeson, Robin

Karlsen, Anders
Karlsson, Johan
Keeney, F. W.
Kilstrom, O. A.
Kingstrom, J. A.
Klemmensen, E.
Klindt, F.
Klossas, M.
Knudsen, Andrew
Kose, Aksel
Kristensen, Nils
Kroyer, L. H.
Kristiansen, Enock
Kuiper, D.

Ladislaw, John J.
Lange, Ingolf de
Larsen, Alfred F.
Larson, Fingal
Lecht, Peter
Leeder, Wm. -2287
Leino, John
Leon, Richard
Leskinen, John
Lideen, Chas.
Lucas, Wm.
Lindeross, Wm.
Lucamore, E.
Lonneeren, Erick
Lorentsen, Jean
Lesage, G. E.
Lund, Wm. H.
Lyche, J.

Mattsson, Rolf M.
Mattes, Paul
Maloney, E.
MacFarlan, C.
Malmin, Tom
Mattos, M. D.
McCall, John
McDermontt, Thos. B.
McGuinness, T.
McKenzie, A. G.
McLellan, C.
McNeill, D. R.
McDonald, James
Merkel, William
Meveau, Thos.
Meulendike, George
Middleham, M.
Mittel, Olav
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Moe, Harold
Mohre, Chas.
Moren, Harry
Morgan, R.
Myers, George

Naville, E. A.
Neumann, John -1423
Nielsen, Waldemar
Neilsen, E.
Nelson, A. B.
Nelson, D. J.
Nilsen, Fred -520
Nilson, Emil
Nilsen, Andreas
Nicholson, C. R.
Nilsen, Nils E. -609
Nordlund, Edw.

Oad, John
Ogren, V. E.
Ohlsson, Albion
Oijst, Emil A.
Olsen, Andreas
Olsen, Andrew
Olsen, Anton A.
Olsen, Henning
Olsen, Kristian
Olsen, Ole -1047
Olsson, Albin
Oleson, O. -1162
Olin, Emil
Olsen, W.
Olson, Adolf
Olson, Carl J.
Olson, V.
Olsen, Ole J. -1020
Olsson, C. G. -1101
Osman, John
Overgard, P.
Overwick, Thos.

Palm, L.
Paulsen, Axel J.
Page, Alan B.
Pankratz, B.
Palmer, Raymond
Payton, Alex
Pedersen, W. -1535
Peterson, George -2264
Pett, Dick
Petterson, Axel
Petterson, Oscar -1551
Pepper Arthur W.
Person Albert H.
Petersen, Aksel L.
Peterson, Carl
Petter, G.
Peterson, Arthur F.
Pilkinton, Homer
Pollack, Gabriel
Pothin, Stanislaus
Pottage, Wm.
Poyla, Kustaa
Premo, Clifford
Prastergaard, W.
Pupp, Albert
Punis, Tony

Rasmussen, Paulus
Rasmussen, Peter
Raymond, Louis
Ranes, Herman
Reiesgord, Hillm.
Reichardt, Sidney
Riding, Tom
Riesbeck, Hj.
Riis, Ader
Rinnert, Chas. J.
Rick, August
Risu, Eino
Roach, Steffen E.
Roberts, James W.
Rodovitz, Harry
Rosenberg, L. F. K.
Rostlund, Erhardt
Robbins, Edwin
Rosen, Valf.
Rodman, Bernard
Rubins, Chas.
Rupp, Albert
Rundstrom, Albert
Rusch, Raymond
Ryan, James H.
Russell, E. M.
Rytko, Otto

Sanchez, Enrique
Schribon, Paul
Schroeder, C. F.
Schroeder, Frank
Schaefer, Eric
Schliemann, F.
Scofield, W. H.
Shaw, W.
Shipman, H.
Sexton, Harry
Sherwood, Jas.
Simensen, Karl
Sidoroff, N.
Sindell, Karl
Simmering, Chas. L.
Smith, A.
Sorensen, Edwin
Sorensen, Herman
Sorensen, Kristian
Sowick, T.
Sorensen, Vigo
Soderlund, A. R. S.
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Sorenson, O. E.
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Stidham, C. W.
Sternberg, Hj. N.
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Svendy, Emil
Swanson, Adolf

Tandberg, Einar
Talbert, Frank
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Takkunen, H. E.
Teksell, J. A.
Tebley, H.
Thompsen, Guy
Thorne, Arvid
Thomas, Andrew
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Tiller, Edward
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Tosh, James M.
Torrin, N.
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Twigg, Harry M.
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Van Order, Louis
Vallianos, Spiros

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INFORMATION WANTED

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Mrs. Roland McDavid, 932 East Strong street, Pensacola, Fla., is anxious to ascertain the whereabouts of her son, Roland McDavid, age 17, height, five feet, eight inches, heavy built, dark-red curly hair; believed to have left Baltimore for Texas, February 2, last. 6-29-21

Anyone knowing the whereabouts of Joseph Bert Riese, a native of Cleveland, Ohio, last heard of December 1, 1919, in Savannah, Ga., when he shipped on the SS. "West Apaim," please communicate with his mother, Mrs. Joseph Riese, 4120 Bailey avenue, Cleveland, O. 6-29-21

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LOCAL
STAMP

News from Abroad

Max Hoelby, the Saxon Communist, has been sentenced to penal servitude for life by a Berlin judge. All citizen rights were taken from the convicted man.

An encounter between Italian and Polish troops south of Kosel Upper Silesia, is reported in a dispatch from the semi-official Wolff Bureau of Berlin.

The Turkish Nationalists are driving the Greek army before them on the Ismid front. Adazabar and Sabanja have been occupied by the Turks.

Greece has declined the offer of France, Great Britain and Italy to mediate with the Turkish Nationalists for the purpose of putting an end to the hostilities between them and the Greeks in Asia Minor.

Foreign oil operators in Mexico persist in attempting to run the country their own way, and last week formal protest against a decree increasing taxes on export petroleum was filed at Mexico City by representatives of the Associated Oil producers of Mexico.

A recent report from Stockholm states that most of the passengers and crew of the "Red Prougher," one of the largest steamers plying the Volga River, in Russia, perished one night last week following an explosion on board. The steamer was destroyed by fire. Among the dead were the Archbishop of Nizhni-Novgorod and several professors from the University of Kazan.

The council of the League of Nations has awarded the Aland Islands in the Baltic Sea to Finland. The council decided that the islands should be neutralized from the military standpoint, and the population given the guarantees recommended in the report of the commission. Hjalmer Branting, of Sweden, protested against the decision of the council, but agreed to recognize it.

A dispatch from Manila, dated Wednesday, June 22, states that the "Creole State" is being held there indefinitely to investigate supposed tampering with her engines. Emery dust was found in the bearings. William Dunlevy, second engineer, was arrested. The shipping commissioners said other arrests were probable. Twenty-two men from the University of California are among the crew. The "Creole State" is a 6195-ton steamship.

Japanese and Bolshevik forces recently clashed near Nikolaievsk, and there have been several casualties. It is asserted the Japanese were attacked by the Bolsheviki. Okhotsk, an important town on the western shore of the Sea of Okhotsk, has been occupied by the Bolsheviki. The anti-Bolsheviks have withdrawn to neighboring villages, where the opposing forces are still confronting each other. The situation is calm east of Tomsk, where Bolshevik infantry failed to penetrate.

The steerage traffic in German steamships will be resumed to America in September, when the Hamburg-American Line will put into service its new steamship, the "Bavaria," with a capacity of more than five hundred emigrants, and the rebuilt "Deutschland," carrying 2300 third-class and steerage passengers. Four sister ships of the "Bavaria" under construction soon will be added to the fleet running under the joint agreement of the Hamburg-American Line.

With the Wits

George—That horse knows as much as I do.

Clara—Well, don't tell anybody. You may want to sell him some day.

Passport Officer—Where are your proofs that she's your wife?

Henpeck—I haven't any, but if you can prove that she's not my wife you're a made man.

"Why do you want a new trial?"

"On the ground of newly discovered evidence, your honor."

"What's the nature of it?"

"My client dug up $400 that I didn't know he had."—Washington Herald.

"Go away from me," said the fashionably dressed lady to the street beggar. "I wouldn't have you touch me for ten dollars."

"I was only goin' to touch you for a nickel, lady," was the reply.—Washington Star.

"Say," said the man, as he entered the clothing store. "I bought this suit here less than two weeks ago and it is rusty looking already."

"Well," replied the clothing dealer, "I guaranteed it to wear like iron, didn't I?"

While a reporter was telephoning his story from Sing Sing, a convict hammering on the floor made it hard for the reporter to hear.

"Would you mind stopping for a few minutes?" asked the newspaper man.

"All right, boss," said the convict, "go to it. I got twenty years to finish this job."

A pretty young woman stepped into a music shop in the city the other day. She tripped up to the counter where a new clerk was assorting music and in her sweetest tones asked: "Have you 'Kissed Me in the Moonlight'?"

The clerk turned, looked, and said: "It must have been the man at the other counter; I've only been here a week."

Mr. Brown had just registered and was about to turn away when the clerk asked:

"Beg pardon, but what is your name?"

"Name!" echoed the indignant guest. "Don't you see my signature there on the register!"

"I do," returned the clerk, calmly, "that is what aroused my curiosity."—Everybody's Magazine.

First Hobo (at early dawn)—I dreamed last night I found a quart bottle of alcohol. Just as I removed de cork and raised de nectar to my lips a rooster somewhere crowed and I woke up. Dat's hard luck.

Second Hobo—Not so, pardner; in de first place, probably it was wood alcohol, and secondly, we may be able to locate dat rooster and have him for breakfast.

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HUMBOLDT SAVINGS BANK, 783 Market St., near Fourth.—For the half year ending June 30, 1921, a dividend has been declared at the rate of four per cent per annum on all savings deposits payable on and after July 1, 1921. Dividends not called for are credited to and bear the same rate of interest as the principal from July 1, 1921. Deposits made on or before July 11, 1921, will earn interest from July 1, 1921. H. C. KLEVESAHL, Cashier.

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VOL. XXXIV, No. 44. SAN FRANCISCO, WEDNESDAY, JULY 6, 1921. Whole No. 1760.

EFFECTS OF WAR ON SOLDIERS

Business of Killing Leaves One With Horrible Numbness of Mind

(By T. H. Proctor, from International Journal of Ethics)

We are still too close to the war to estimate its effects accurately. It is easy enough to list the effects, but hard to say which are permanent and which are the results of reaction. There is, for instance, a marked loss of idealism, a general feeling of disillusionment. Time alone can tell whether this is more than the swing of the pendulum. Once again. I can only give general impressions carefully sifted.

People who sentimentalize about war, impress me as failing to see just what war is. War is the business of killing. The question is not whether it is good for men to have physical training such as the army gives, nor whether it is good for men to face hardship and learn through it the joy of comradeship, nor whether it is good for men to lead the simple life. All these are accidentals of war. The real question is whether men are better or worse for having been compelled to kill their fellows.

Let us start with the fact that the essence of war is killing. The army was organized for that one end. It developed our bodies, not because it cared much about our health, but so that we might be strong enough to kill Germans. It took care of the wounded not primarily to save them pain, but to patch them up and send them back to kill more Germans. It provided religion, not because it cared about our souls, but because religion can be a very powerful incentive to killing Germans. And so on throughout the long list of its various activities. They are all for the same object—to kill Germans.

In the business of killing Germans, incidentally, we ourselves were exposed to death, in fact, almost certain to meet it. That fact was impressed upon our minds by seeing our comrades blown to bits. I was struck by the number of men I met who were certain that they would be killed. Death was very near and very real. Only we had to kill as many Germans as possible before it was our turn to "go west."

The Superficial Effects

Let us deal with the more superficial effects first. The physical training was good, but, unfortunately, not a permanent good. Once back in civil life, most of us let the new muscle degenerate into fat and our last state is worse than the first. I do not think the general physical standard and general health of pre-war conscript Germany was anything to boast of. The desirability of physical training is not a good argument for universal training since the army does not care a rap for physical development, except for its own purposes.

It was a good thing to endure hardships and to get back to physical life, though here again, even when we were in the army we accepted gladly all the comforts we could get and we have acquired no permanent taste for bully feed or army stew. Most of us are glad to sleep again in a real bed. Still we have learned how much we can do without and we face the world with a cheerful confidence born of the knowledge that we can hardly be worse off in the future.

There are certain army virtues like punctuality, neatness and cleanliness that are also among the things that do not abide. They were imposed upon us externally and we sloughed them off with the uniform. Perhaps we were not caught sufficiently young and not held long enough. But on the other hand, those who praise war because it instils these virtues, fail to reckon with the phenomenon of reaction. I have recently talked with an old soldier who joined the army as a boy and for seven years was trained in the habit of scrupulous neatness. He was apologizing for not being shaved. His explanation was that he had had so much of that kind of thing in the army, that now he was free to do as he liked, he had a most decided objection to doing all the things he had been made to do.

Effect of Comradeship

The most precious of all was the army comradeship, the general fusion of classes. But I am afraid that this, too, is rapidly passing away. Post-war England shows little evidence of its being a permanent influence in national life. Perhaps I am unduly pessimistic about this, but it is remarkable how quickly the heroes of the trenches have again become "the lower classes." The number of strikes and labor disputes does not encourage the belief that the war has brought about greater solidarity.

It was a good thing to come into vivid contact with a reality greater than ourselves. We shall, perhaps, never quite lose the effect of this and can never be quite as individualistic. We know now that we are not the biggest thing in God's universe. Perhaps we could have learned this in other ways and at less cost. At the same time I do not think there is any sign of religious revival even when religion is interpreted as being distinct from the churches. So far as organized religion is concerned it has lost its hold upon us. The army church parade has done that. And besides we don't feel like it. The church services are not exciting enough. It takes something to interest us these days. More serious than this, is that we do not recognize the cause for which we fought as being God, and, now that we are no longer in the army, we are not so sure about the cause anyhow. The blind fate that flung us into the mess and mashed us all together —that surely was not the will of God. The bottom has fallen out of the Universe. The whole business was so futile and so mad. And it may happen again. We have not been driven to God. We are no longer sure that there is one. We believe in Fate, however, and have learned to be resigned to it—not loving it but joking about it.

You may say it was a good thing to be brought face to face with reality. I'm not so sure about that, either. With the primitive and the inevitable, perhaps, but, after all, is the primitive and the inevitable the more real? Was the aboriginal mess in which we lived more real than the civilization we had built for ourselves? Is the wattle hut more real than the Gothic cathedral? Is the savage more real than the primitive man? If that kind of reality is good, it would be better for us to emigrate to the Balkans where they have it in plenty.

Excitement of War

Of certain effects I have no doubt that they are bad, but am hopeful that they will not be lasting. Army dife in wartime is an alternation of relatively long period of horrible boredom and short periods of super-excitement. We are "fed up to the back teeth" with inactivity and then live a lifetime of excitement in the space of a few hours. As a result we find it hard to resettle in civil life. We have lost habits of industry. We have degenerated in mind and soul. Nothing excites us, our nerves refuse to be excited any more. We are as bored as a man who has seen the Temple of Karnak is when a friend shows him the town postoffice. I met very few men in the army who kept up their interest in things. We didn't want to talk, we didn't want to read, we hated writing letters, we would not trouble to form real friendships. Nearly every theatre in London during the war and the year following staged only musical comedy. There has been a great increase in periodicals of the "Tid Bits" type. Our whole cry is for something light and frothy.

We are drained emotionally. It is not so much that we are hardened as that we have exhausted our capacity to feel. What does another little sorrow matter in a world that has seen so much of it.

We are more responsive to mass impulses, to shout with the crowd and rush with the crowd. We no longer think deeply nor do we care for the subtle distinctions that are the very being of Truth. We had no use for independent thought in the army and we have lost the power to judge for ourselves. We have become accustomed to the fact that the lie is a recognized weapon of warfare, only we call it "propaganda."

The general result is that we are left with a horrible numbness of mind and soul. Let us hope it is only reaction.

To return to the deeper question. War is the business of killing. In order to make the average man fit for his job the army has to remould him. It is a very narrow and well-defined purpose. The mould is so narrow that we have to be forced into it and a good deal has to be trimmed off us to make us fit.

There is a narrowing of viewpoint. Humanitarianism becomes contracted into partisan patriotism. All virtues are defined with reference to the ability to kill Germans. Anything that interferes with that is vice, anything that furthers it is virtue. This nationalization of virtue is, in my opinion, one of the worst effects of war and a great moral loss.

There is a deliberate brutalizing. This means narrowing the modern man down to the primitive savage instincts and stripping him of all refined aesthetic and delicate sentiments, that might interfere with the killing business—including pity and imaginative sympathy. This begins early in the training process. You are brought face to face with a straw-stuffed sack. A

sharp and ugly bayonet is put into your hand. You are carefully impressed with the fact that the sack represents a German. The white spot in the center is his liver. It is your business to drive the sharp and ugly bayonet into his liver. To make it more realistic, you have to rush at him with a whoop and emit fearful grunts as you drive it home, twist it around and draw it out again. Naturally, you don't like it. You think that the German has a sensitive liver like your own and that perhaps he feels it. You think that perhaps he might be a quite decent, rather serious-minded sort of chap like those you knew in your student days. Perhaps he has a wife and children depending on him. Perhaps you are sending him to meet God with his soul unprepared. But, bless your life, you soon get over all that sort of squeamishness. Your soul is fed on red, raw meat. The sergeant helps a good deal, too. In a little while you forget all about the nerves of his liver and his wife and children and his immortal soul. The mere sack becomes a real German to you. You lunge and twist with a will, rather priding yourself on the neat way in which you hit the spot. Indeed you become so accustomed to it that when you meet the enemy, the real German is just a straw-stuffed sack—merely that and nothing more.

You have got over your squeamishness. Yes, but it is just that "squeamishness," that recognition that the other fellow is also a man, which is religion, brotherhood, morality and civilization.

One of Many Rifles

And it is not only the German's life that is cheapened. Your own counts for little enough. Nine of you march down from the Headquarters to the training camp—a bank director, a sheep farmer from Australia, a cattleman from Argentine, a student, a lawyer, an author and a musician. You are all distinct individuals. In about a week you are all alike. You have lost your former interests and associations and all that meant life to you. Your very name becomes a number. Your appetite remains, your ability to feel fatigue, and your sex impulses. You are de-personalized, reduced to your primitive elements, to the lowest common denominator. You go eventually to the front where nasty people shoot at you. It is quite on the cards that you will "stop one." You know that so far as the army is concerned you exist only as one of so many millions of effective rifles. That's all you are. You know that all you have hoped for and striven to be is of less value that one inch of ground that might possibly be gained. Everybody else's life is worth just as much as your own. You are in it; whether you like it or not you can't get out. Your officer would have no compunction about shooting you if you tried.

This, I think, is the real effect of war on the individual—it cheapens life. And the result—well, what's the use of anything except what pleasure you can snatch out of the moment? There is not much use in being good if you are going to be killed next week. You might as well have a bit of a fling while you have a chance. It is folly to bother about anything but the pleasures of the senses. In the face of death all values are reduced to that.

You are reduced to the primitive. But, again, I would urge—the primitive is not the real and not the good. The progress of civilization is founded on the rising value of the individual life. War is the direct opposite of civilization and the direct opposite of morality. It is impossible that we can have gone through this experience and be quite the same after it. My general verdict on war is that it leaves us infinitely poorer morally. So far from its being a spiritual uplift it is exactly the reverse.

It is evil—almost unmitigated evil. In certain circumstances it may not be the worst imaginable evil. It may even be a necessary evil.

But for heaven's sake, don't let us call it good

SOVIETS FRATERNIZE

Recent arrivals at Riga from Moscow declare that the world little realizes how closely Soviet Russia is pushing its friendship with the Near East.

In Moscow, now, the Turkish legation occupies one of the most sumptuous of the old palaces, and the personnel, garbed in faultless European clothes, present a strange contrast to the poorly garbed Muscovites. The Afghans and other Near Eastern delegations also occupy luxurious quarters, giving elaborate banquets and otherwise carry on with all the pomp of the old Eastern courts.

Members of Lenin's government are frequently guests at these affairs and entertain the legation personnel equally lavishly in return.

SEAMEN BEFORE A. F. of L.

Resolution No. 134, introduced at the Convention of the American Federation of Labor, by the delegates of the International Seamen's Union of America, was adopted by that body. The resolution provides that the convention "compliment the seamen upon their unchanged and undiminished patriotism, their self-sacrifice to America's interest and their loyalty to the principles of human freedom" and further states, "that because we have not forgotten the service of the seamen during the war, we are hereby reminding the American people of that service and of the promise then made to them to the end that other workers here and elsewhere may realize the true value of such promises and withal has made ready to meet similar treatment."

In discussing the resolution, President Furuseth of the Seamen's Union said in part:

"You are told that this is a question of wages. This is not true. You are told that it is a question of utilizing in a profitable way our investment. That is not true. The whole monetary question involved from the ship's point of view is eleven dollars and two bits in a thousand—so ridiculously small that it cannot influence the real situation at all. The real thing they want to do, although they strenuously deny it, is to drive the American from the sea, because they know—though they do not talk aloud about it—that upon the Americans remaining at sea and upon the development of a high grade of skill will depend whether America can remain at sea or not.

"It is true that through the law that was enacted, the La Follette Act, the American has come to sea. Now they want the law destroyed, they want the organization destroyed to get rid of the American in order that they may be able to buy the vessels for the price of junk. And so it being a secret, a quiet and insidous means that they have adopted, we have a right to call it torpedoing."

"Practically every man in this hall is a skilled man of some kind, and he knows that without skill competition with those who are skilled is impossible. At our convention, depending upon the promises that had been made by the Government, by the shipowners and by ourselves as organized seamen, during the war, and which promises brought the American to sea—depending upon those things we endeavored to bring about a condition of a constantly increasing skill in the American seaman. That seemed to be the climax of the whole situation, because with the policy they have adopted the development of skill is an impossibility.

"If anybody is to be employed at sea, regardless of any other thing except his faithfulness to the idea that unionism is a crime, that co-operation and co-ordination is wrong, if that is to be the only condition upon which employment can be obtained; if it is to be absolutely promiscuous, then there will come a period of such deterioration as to make the American vessel the most unsafe thing that is sailing on the world's waters.

"Under that condition, of course, competition with other nations is an impossibility, and competition with the real competitor, Great Britain, is an absurdity, because they have arranged for a working together, co-operation of the Government, of the private shipowner on shore and the personnel at sea. Under those circumstances we cannot agree to the condition that they want to impose. It is very possible that they may, for the time being, succeed in imposing it; it could hardly be expected that a lot of mudsills, no matter what ideals they may be obsessed with, could take up successfully a struggle against such awful odds as is made up of an international shipping federation and the United States Government rolled into one.

"I have little hope of any success in this struggle. The men will not quit it, and they are right, they have no right to quit it until they have proven to at least part of the American people that they are honest and sincere. But as far as taking the order and agreeing to policies of this kind, I want to say to you, gentlemen here— I am not standing in the court room at Indianapolis or any other place—I will not do that which is essentially wrong although it sends me to jail and although it withers my right hand. And so I have informed some of the officials of the Government."

SHARK FISHING AN INDUSTRY

There is still a chance for old-time "shell backs" to get even with their natural enemy, the shark.

A new industry is about to be developed which will undoubtedly furnish a little excitement, if not remuneration.

Press dispatches state that a plan is underway by business and shipping men of Hawaii to secure some of the small tonnage lying idle in San Francisco bay and other waters of the Pacific Coast and utilize them in the shark industry in Hawaiian waters. Representatives of this newly-formed organization will arrive at San Francisco shortly to purchase several vessels for this purpose.

Sharks are to be found in large numbers around the waters of the Hawaiian Islands, and it is the plan of the company to erect a plant and place these animals and their by-products on the market.

The skins of these fish have a high commercial value and it is stated that none of the shark will be wasted. The proposed industry will also serve to solve the problem of a plentiful supply of fertilizer for the sugar plantations in Hawaii.

JAPANESE MERCHANT SHIPS

According to a recent issue of the Trans-Pacific, the results of an investigation concluded by the Department of Communications of Japan during January, 1921, show that there are under Japanese registry a total of 2933 steamers, representing 3,012,447 tons gross. The figures include ships of twenty or more tons. There were 750 vessels of over one thousand tons each, with a gross tonnage of 2,553,542. Ships ranging between five thousand and six thousand tons were by far the most important, and of these there are 114, with a gross tonnage of 648,902.

Our Australian and British comrades have linked up. It's our next move.

NOTED EXPLORER RETURNS

Captain Roald Amundsen recently arrived in Seattle, after an ice-locked winter in the Arctic. His exploring ship, the "Maude," will be towed to Seattle for repairs, and, before the end of summer, and with a new propeller replacing that torn from her by last winter's ice, will set out again on a new attempt to drift to the North Pole.

The explorer took with him to Nome two girls, whom he will send to Norway for schooling. One was the daughter of Charles Carpenter, a Siberian trader, and the other a Chuchuk Eskimo girl.

Amundsen's discovery of the Northwest Passage is commemorated in San Francisco, the ship in which he made that voyage, the "Gjoa," being maintained in the Golden Gate Park as a monument.

The "Gjoa's" voyage led to the magnetic North Pole.

Amundsen was picked up after a bitter winter by the trading schooner "Herman," of H. Liebes & Co., San Francisco fur dealers.

The rescue of Amundsen was the second such feat to the credit of the commander of the Herman, Captain Pedersen. Some years ago Pedersen took to Nome Captain Bartlett, commander of the ill-fated Karluk, flagship of the Stefansson Arctic expedition.

Amundsen, in the Maude, wintered off Cape Serge and was picked up at East Cape, Siberia, by the Herman.

Dispatches to Nome, Alaska, were the first definite word from Amundsen since he left there last summer after taking on supplies. On that visit to Nome he lost part of his crew by desertion.

With the discovery of the South Pole to his credit, Amundsen set out for the North Pole from Norway in 1918, expecting that the Maude would be carried to the pole by the drift of ice floes.

For nineteen months nothing was heard of him. During that period the Maude drifted from the Atlantic to the Pacific along the north edge of Europe and Asia, a voyage comparing to that through the Northwest Passage.

Reaching the Behring Sea last summer, Amundsen took the Maude to Nome, rested and sailed north just before winter, being frozen in north of Wrangell Island, off Siberia.

He hoped to be caught by a current which he believes flows from Siberia across the pole to Greenland. It was this current that Fridtjof Nansen tried to follow in 1895, but Nansen abandoned the plan when he found the current too slow.

Amundsen spent last winter in the company of a native and three white companions.

Amundsen's belief in the Arctic current was based in part on experiments made with casks by H. Liebes & Co., at the request of the United States Government.

Years ago the firm had dozens of casks thrown overboard in the Pacific Arctic. Some were later picked up on the other side of the pole. This was taken as proof of the existence of the current. The experiment indicated that the cross-pole flow took five years. Amundsen took supplies for that period when he last left Nome.

The present voyage of Amundsen, begun in 1918, has brought him the distinction of being the first to circumnavigate the globe through the narrow waters between the Arctic ice pack and the coasts of America, Asia and Europe.

FIRST AIR LIFEBOAT

Modern inventions are making a voyage at sea as safe as lying in your bed ashore.

The first lifeboat of the air, which has been built with great secrecy, is to be launched at London soon.

After the official trials it will go through a series of tests with the fleet. If it proves to be satisfactory, a large number of the craft on a much larger scale will be constructed.

The design is the outcome of three years of secret research and tests. The flying lifeboat will be able to reach a vessel in distress at a speed of more than one hundred miles an hour, and it is claimed that it will be able to ride through the roughest storm with the confident safety of an Atlantic liner. The boats are able to taxi along the water.

The seaworthiness is to be tested by sending the first experimental ship out with the navy, where it is to remain at sea for several days without any "mother ship."

The wing span of the one now nearing completion is 140 feet. Safety in the most violent sea will come from the resilience of the hull, which is in one piece from stem to stern. When this hull strikes a huge wave it gives way slightly in much the same way that a pneumatic tire does when it strikes an obstacle on the road.

WELDING THE LINKS

The desire for greater solidarity in the ranks of labor is continually made manifest by the workers of Great Britain.

Various trades unions whose members are engaged mainly in road, river, canal and dock transport have been negotiating since July, 1920, concerning an amalgamation under the name of the Transport and General Workers' Union, and on May 11, 1921, the first delegates' conference of the new union was held. The unions which have obtained the necessary majority in favor of the amalgamation include the National Amalgamated Coal Workers' Union, the United Vehicle Workers' Union, the National Union of Vehicle Workers, the Amalgamated Society of Watermen, Lightermen and Bargemen, the Labor Production League, the Dock, Wharf, Riverside and General Workers' Union, and the Amalgamated Society of Horsemen and Motormen.

A provisional committee was directed to proceed immediately with the preparation of rules and to take the necessary steps to bring the new union into being. It was resolved that every effort should be made to inaugurate the new union by October 1, or at the latest by January 1, 1922.

Take from man the right to quit work at his own pleasure, and you take from him that attribute which, next to the right to light itself, marks the difference between the human and the lower animal.

Always demand the Union Label!

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark Street, Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adeliade, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Langgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.
Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.
Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedistinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

The "innocent third party" has its rights in the case of a strike, of course. But it has no right to compel the resumption of work by the strikers in order simply that it may be spared inconvenience.

Pacific Coast Marine

The schooner "Fred J. Wood" is scheduled to load lumber at Bellingham for Port Allen.

The barkentine "Forest King" is loading 1,500,000 feet of lumber at Grays Harbor for San Pedro.

The lockout of Marine workers has caused the Los Angeles police force to be placed on a twelve-hour shift.

The captain of the Japanese tramp steamer "Port Said Maru" was fined $1200, on June 24, for permitting six stowaways to land at Portland, Oregon. Five of the stowaways were recaptured.

An attempt is being made by the Canadian Government Merchant Marine to capture trade in the South Pacific Islands, and every steamer outbound from British Columbia now calls at one or more ports among these islands while en route to Australia. This trade has heretofore gone to San Francisco.

On her last northern trip, the "Admiral Sebree" broke down about twelve miles from San Francisco while headed for that port. Red stack towboats were sent to the assistance of the steamer and towed her to dock. Trouble with the condensors and inexperienced engine-room staff was reported as responsible for the breakdown.

Lumber carriers loading on the Sound include the barkentine "Anne Comyn" at Everett, taking 2,000,000 feet for San Pedro; the sailing schooner "Watson A. West," loading 1,000,000 feet at the Stimson mill in Ballard for San Pedro, and the sailing schooner "Vancouver," loading 1,200,000 feet at the Stimson mill in Ballard for Callao.

The first shipment of German potash salts to arrive on the Pacific Coast since the World War was brought into San Francisco on the Danish steamer "Transvaal." The vessel arrived here from Copenhagen. The potash salts were consigned to Meyer, Wilson & Co., and will be used for fertilizing purposes. The shipment consisted of five hundred tons.

"The James Rolph," declared by shipping men to be the only three-skysail yard ship operating under the American flag, arrived at San Francisco last week from Iquique in ballast. Following the lead of five other sailing vessels to arrive in this port during the present week, "The James Rolph" came into port with all sails set. The voyage from the Chilean port was made in fifty-two days. "The James Rolph" is typical to the old American clipper ship.

The United States Shipping Board has steamship companies operating in the intercoastal trade to discontinue all special arrangements whereby they have been giving the shippers on the Pacific Coast the benefit of rates other than the flat steamer tariffs from dock to dock. The order means that it will be no longer possible for steamer lines to apply the New York rate from outlying points.

With 117 passengers and 2500 tons of general cargo, the Union liner "Tahiti" left San Francisco on her regular run to Wellington and Sydney. Among the passengers was W. F. Adler, a moving picture director, who is on his way to Papeete and the Marquesas Islands to make arrangements for filming a motion picture there. His company of eighteen will leave here August 20 on the "Marama."

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It is an education as to your rights as well as your duties. It will protect you wherever you are. It deals fully with the subject of wages, breach of contract of hiring, salvage, personal injury, maintenance, consul's duties and powers, authority of the master and officers and duty of the seamen to the ship and master; digest of your rights under the Constitution of the United States. Enclose a dollar in an envelope and we will mail you a copy. Reduced rates in quantities.

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Petterson, Charley
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Redondo, Manuel
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ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Douglas 1058. Residence Phone Prospect 2908.

Tacoma Letter List.

Alfredsen, Adolf
Dominguez, Joseph
Evans, Jack
Harris, John T.
Johnson, Charles A.
Jarvinen, Oskar
Klingenberg, John
Lou, G.
Magnusen, E. W.
Matson, T.
Nelson, Andrew
Bengsdorf, W.
Robinson, Lawrence
Receconi, Walter F.
Smith, John
Smith, Carl John
Thomson, T.

INFORMATION WANTED

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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INFORMATION WANTED

Mrs. L. Greenberg, 31 Lambert street, Roxbury, Mass., is anxious to ascertain as to the whereabouts of Charles Kasak, a member of the Marine Firemen's Union of the Atlantic, last heard of in New York, October, 118. 6-22-21

Mrs. Margareth Watson is anxious to ascertain the whereabouts of her husband, John Watson, who left Seattle on board the S. S. "Jadden," and was then heard from in June, 1920, on board the S. S. "Quaker City," at Philadelphia. Anyone knowing his whereabouts, kindly communicate with his wife at 3420 Thirty-ninth avenue S. W., Seattle, Wash. 6-22-21

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va. 3-9-21

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

Anyone knowing the whereabouts of Robert J. Philpott will please notify his mother, Mrs. Philpott at 547 East Julian Street, Savannah, Ga. Philpott's father has died, and his mother is anxious to have him return. 4-20-21

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Weekly News Letter

Contributed by the American Federation of Labor

Labor Demands Freedom

No other group of citizens discuss and pass judgment on such a variety of subjects of interest to the people as do the organized workers.

Declarations by the Denver A. F. of L. convention, just adjourned, are in line with the usual policy of labor. These are sufficient answer to phrase makers, cultists and self-styled "liberals" who affect a patronizing attitude toward wage earners while deploring that "labor has no constructive program."

These critics take themselves quite seriously. They talk of "serving the public." They class themselves with educators, physicians, surgeons, engineers, investigators and other scientists who give their lives to their fellow men without hope or plaudit or reward.

They cannot understand when labor talks of liberty. "What does labor want?" they innocently inquire, while wage earners thunder against industrial autocracy, labor injunctions, judicial usurpation and legislative encroachment.

To these critics, democracy is a gesture, a pose; a thing for crowd-rousing and vote catching.

The right to organize, to have a voice in working conditions and be represented by persons of their own chosing, is of first importance to the workers.

If labor's only gain was the voice in industry it now possesses it can present a constructive program incomparable in history.

No other movement, no other program, raised the workers from the status of serfs. Through their efforts they have fought upward, establishing new standards and new life relations while dragging with them the very men who talk of "constructive programs."

Labor's voice in production and distribution must be universally accepted.

This is labor's foundation and it cannot be swept aside while the cause for its existence remains.

Fundamentally, labor has presented no new program during the long existence of the A. F. of L.

Demands on secondary matters change with a developed public opinion, but labor places industrial freedom through organization of the workers in the front rank.

This is its major note today, as it was in 1881.

This disappoints the seeker for novel things. It is irksome to sensationalists and publicity seekers who shun the drudgery of combat against entrenched wrong.

The organized workers know there is no royal road to freedom.

Only through unity and mental development will the workers win. If they will not help themselves, no one else will.

Agitate! Educate! Organize!

What Co-operation Means

The term "co-operation" is derived from two Latin words—"co," meaning together, and "opero," which means work, says the All-American Co-operative Commission, in its weekly news service.

"Co-operation is working together. That is very simple, and yet it contains a truth so profound that men have not yet fathomed its possibilities. The great institutions of civilization are all based on co-operation. Without it there could be no family life, no churches, no schools, no government; society would be plunged into the abyss of hopeless anarchy, and human progress would be impossible.

"But what if we carry co-operation to its logical conclusion, and insist that there is no more reason why men should not work together for the common good in industry and international relationships than in the home, the school and the maintenance of government?

"What would happen to industrial autocracy, to priviliged monopoly, to war? The crucial issue before world civilization today is just this: Shall we cling to the jungle law of competition and continue to cut each other's throats, or shall we strive to construct civilization on an enduring co-operative basis? This is not a dream. It is hard-headed realism. Unmitigated competition is leading straight to more war, more industrial strife, more social ruin. By co-operation alone can men work happily and peacefully together to create a higher civilization."

Right to Organize

Trade unionists are asking how many times the United States Supreme Court will re-hear the case known as American Steel Foundries vs. Tri-City Central Trades Council.

The right of workers to unite and peacefully picket is put squarely before the Court, which has heard the case twice, and now orders that it be fought all over again.

Causes for the suit began in April, 1914, when the company, a New Jersey corporation, operating extensive steel mills in this city, cut wages and refused to arbitrate the question. A strike was ordered, and the Tri-City Central Trades Council assisted the strikers. The company secured a Federal injunction which held that the central body is an "unlawful combination" and that there is no such thing as peaceful picketing. The United States Circuit Court of Appeals refused to sustain these views, and the company appealed to the United States Supreme Court.

The attorneys for the union indicate the far-reaching effect of this case by this statement in their brief:

"If the argument of complainant is logical—operation of plant interfered with because of picketing, gives a property right—then what is to prevent the steel mill from selling the 'property right' it has in its working men to another company?

"The fallacy of such a position is too palpable for further comment. The humanitarian spirit that is prevailing in our nation, and the demand for social justice which has taken hold of the hearts of men and women, declare that the brutal doc-

(Continued on Page 11)

S. T. Hogevoll, Admiralty Lawyer. Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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(Continued on Page 11)

The Seamen's Journal

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BY THE
SAILORS' UNION OF THE PACIFIC

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J. VANCE THOMPSON.....Editor
S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, JULY 6, 1921.

THEY WON'T STAY

Recent Shipping Board statistics proudly boast of 80 per cent Americans now composing the personnel of our merchant service. If these figures were entirely accurate at the inception of the lockout, they are subject to serious contradiction at this time. It would be impossible to compute the figures inasmuch as all the laws and rulings pertaining to manning of vessels have been ignored or violated, in efforts to make a showing at keeping vessels on the move without competent crews.

The fact is undisputable that Americans were seeking the sea as a calling; but the causes were contained in a desire to serve the country during the war, and the conditions resulting from partial enforcement of the La Follette Seamen's Act.

Now that the patriotic incentive is not so great, and the protective provisions of the law are set at naught, the drift from the sea will be just as heavy, if not more pronounced, than was the movement towards a sea calling.

American boys will not take kindly to the conditions which private owners and the Shipping Board—as at present constituted—seek to impose upon them. At its best, seafaring is a miserable existence. All the comforts and pleasures of modern society are denied to seamen. None of the benefits of modern civilization are enjoyed, and our lives are bound up to a great extent within the confines of a vessel's rails.

Man is a gregarious animal, imbued with strong desires to fraternize, and seafarers are excluded from that natural desire by the lack of opportunity for social intercourse, especially with members of the opposite sex. The chances for a young seaman to become acquainted with a sweetheart are very few, and if he does his standards and conditions preclude the possibilities of happy marital relations.

It is impossible for seafarers to keep in touch with the times, to enjoy the delights of operatic music, and even the diversion of theater and movies is restricted by the demands of the calling. Higher education and the arts are out of reach, and the refining influence of women's love and ministrations can never brighten the lonesome existence of those who go down to the sea in ships.

Like bachelor seals, they drift from port to port, ever with unsatisfied longing for true love or friendship.

Until seamen are recognized and given equal opportunity with workers ashore the calling will hold no inducements to self-respecting young Americans. They may be enticed into making a trip through misunderstanding, or under false impressions; but the only way to make their stay at sea permanent is to make the conditions aboard ship and status under the law equal to that of any other trade or profession.

A RUSTIC DREAM

Suffering restlessness, due to the prolonged vacation enforced upon the seamen by the shipowners, one of our most adaptable comrades decided to take an apprenticeship as a "jungle buzzer"; therefore he hied himself to the domains of the brindle stiff and gay cat.

He was working south through the San Joaquin Valley and had put in a hard day's graft for Johnny Farmer at the amusing pastime of knocking off canteloupes.

The height of his roof was limitless, a beautiful blue, dotted with myriads of twinkling lights. The perfume of new-mown hay and grappo assailed his nostrils and wafted him into the land of slumber, where he dreamed on—to the tune of a balky buzz saw. Numerous insects explored his clothes and several flies disappeared into the chasm from which the roaring volume of sound came forth. And he was carried by the "spirits" to the year 3000 and beheld the wonders of the future.

He stood upon a spot which had once been a peninsula and observed a learned archeologist unearth the remains of an ancient building, upon the portals of which was inscribed the hieroglyphics, "San Francisco Labor Temple"; and he saw other great wonders.

The skulls of men lay scattered around the fallen temple, indicating that they had been overcome by some vast upheaval or did not have sufficient intelligence to get out of the wet.

An enlightened worker picked up one of the skulls and attempted to examine as to the solidity thereof, but notwithstanding the fact that hardening of metals had become a completed science, the skull substance resisted even the most powerful of drills. It was of a hardness the like of which had never been equaled, and was, therefore, transferred to the academies of sciences for full investigation and analysis.

After subjection to the most powerful magnifying rays, an infinitesimal vacuum was observed in what was calculated to have constituted brain space in the domes of this extinct race.

A huge grasshopper landed on the chin of the sleeper, causing a slight interruption, and then to a higher nasal chord the vision continued to where the pages of the archeologists' records were disclosed.

A phantasmogoria of letters and figures finally disclosed to the sleeper the following, written as record of the peculiar skulls found in the long-destroyed temple of twentieth century wisdom:

"Twentieth century labor leader (biped; genus sus, afofl-cus). Was known to be prolific at the beginning of the twentieth century. Their policy was one of truckling to cheap and oily politicians. They were thrown down hard by that element about 1921 and an awakened rank and file began to assert themselves, which resulted in the type becoming extinct very shortly thereafter."

The whistle of No. 50 aroused the sleeper and he just had time to shake the hay off and scramble into a side-door Pullman, where he remained in deep thought until arrival at Fresno.

DOLLAR ON THE JOB

Many of the ways of shipowners will always be a mystery to seamen, but at present we are particularly at a loss to understand what can be the motives which have impelled the steam schooner owners of this Pacific Coast to take their vessels out of commission and to keep them deteriorating in the waters of San Francisco bay.

There seems to be quite a demand for lumber, with remunerative rates prevailing for transportation, but the old lumber carriers are as neatly tied up as if there was not a stick in sight.

Several sailing craft are beginning to emerge from long periods of idleness, and it is a very noticeable fact that Canadian companies are awakening to the opportunities which this peculiar inertia of American shipping presents.

That particular shipping firm, whose house flag and funnels are decorated with the dollar sign, are extremely active in carrying lumber from British Columbia to Southern California ports, and recently some very large carriers have been inducted into this trade.

The fact has been apparent for some time past that the president of the Dollar Line has wielded powerful influence over the policies of American shipowners, and we cannot believe that inherent characteristics would permit oversight of an opportunity to take advantage of the confiding American operators.

The anomalous situation confronting us is to the effect that while the steam schooner owners refuse to pursue their usual trade the Dollar vessels are getting away with millions of feet of lumber, not only to the detriment of our coastwise trade, but to the everlasting injury to our lumber interests of the Northwest.

Of late years Mr. Robert Dollar has been an active agitator for a policy that would—if pursued to its conclusion—result in tying up the last American vessel, no matter how it may work to the advantage of his British registered fleet.

He has consistently preached the doctrine of making hay while the sun shines; therefore we must conclude that the vigorous old gentleman must sometimes be inclined to practice what he preaches.

How his preachments can be of benefit to American shipowners and American industries is beyond our limited comprehension.

Always demand the Union Label!

KEEPING THEM BUSY

As a disciplinary measure, or for lack of respect to political prestige, it has been a common occurrence for members of the San Francisco Police Department, at times, to find themselves relegated to beats out in the fog belt, where the herding of stray goats constitutes the most exciting method of passing away the long hours of watch. Since open shop warfare has been declared in this city, however, the goat herders have been chasing sea gulls and wharf rats along our extensive waterfront. The bitter cup of the unpolitical "harness bull," however, has now been filled to overflowing.

Dame Rumor has it bruited about that the Dale-Tallac Hotel on Ellis street, near Powell, has thrown out its regular guests and has been transformed into a hostelry exclusively for the accommodation of strikebreakers.

In order to assure that the peace of this "quiet and exclusive" neighborhood shall not be disturbed—in the event that these delectable (?) gunmen should start to cut each other's throats—a number of "harness bulls" have been told off to maintain the security of the public.

To give them all the credit that is their due, we do not believe that they enjoy herding scabs in the uptown tenderloin district any more than goats in the fog belt or sea gulls on the waterfront; especially so as they realize that the gentry of their solicitude are mere "fly by nights" and could not be of any assistance at the polls in the interest of further salary raise or in resistance to a cut.

ORGANIZE RIGHT

Recently we were given an example of the true spirit of unity by the Federacion Obrera de Chile, at Mejillones, when the secretary of that organization forwarded to the JOURNAL the affidavit of Arne Mikol Arneson. Our Chilean fellow-workers refused to unload the ship until the mate, who was accused of brutalities to the crew, had been discharged from the vessel.

In accordance with their previous good record, the port workers of Buenos Aires furnished us with a lesson in solidarity in the case of the "Martha Washington," when they acted with promptness and effect in defense of some of our Atlantic comrades. For such display of spirit and fellowship, the employers of Argentine are being urged, by the capitalists of other nations, to an attack upon the Argentine Union.

Now it is up to us to remember the actions of our fellow-workers in the South American ports, and to cultivate the spirit so nobly displayed.

International capital operates through its Chambers of Commerce, consular agents, etc., in all parts of the world.

We must operate through our unions and labor representatives in like manner. We must be prepared to meet combination with organization if we hope to successfully meet the attacks of the oppressor.

"In moving against this giant wrong, which denies to labor access to the natural opportunities for the employment of labor, we move against the cause of poverty."—Henry George.

A. F. of L. MEXICAN POLICY

Expressing the hope that Mexico could soon be accorded recognition by the United States Government, the American Federation of Labor convention approved the action of the American delegates to the recent Pan-American Federation of Labor convention.

The report of the Committee on International Labor Relations, to which the subject was referred, made the following report, which was adopted unanimously:

"Your committee finds the report of the third annual convention of the Pan-American Federation of Labor, submitted to us by the Council, most interesting and instructive, and we commend both the Council and the delegation which represented the A. F. of L. in that convention.

"The American Federation of Labor has from the first been the ardent champion of freedom for the Mexican people, and it is to us a source of the deepest gratification to know that our hopes are finding fruition.

"We commend the report of the Pan-American convention to the careful, thoughtful reading of every delegate. Mexico has been and is beset with probems of the most difficult nature. Her working people struggle and labor under grave and complex burdens. We can only offer our help and encouragement. The fundamentals of solution must be the fruit of the thought of the Mexican workers and of their experience.

"We are mindful of the greed which still seeks satisfaction in the rich resources of Mexico, and insofar as that greed emanates from our country we must feel bound to place ourselves in opposition to it.

"It is not going beyond the bounds of good citizenship to express here the hope that relations between our Government and the Mexican Government soon may be re-established on a basis of honor and respect, in order that our people may have that official contact and communication which is essential in modern society.

"We believe that an early adoption of such a course, re-establish the relations of the two nations on a sound and friendly basis, will do much to bring speedy solution to other problems of importance which, in the absence of official friendly relations, are less likely of speedy and amicable settlement.

"In addition, we believe there should be the closest contact between the movements of the workers in both countries. The Mexican workers have a bona fide trade union movement, as the report of our delegation points out. To the end that there may be a better understanding and a more harmonious relationship where it is so essential, we recommend that the American Federation of Labor keep in closest possible relations, through correspondence, with the Mexican Federation of Labor."

The signs of the times are encouraging, for the Journal office is being flooded with correspondence from members of the Seamen's Unions, and also from our fellow-workers ashore, the longshoremen in particular, who are ardently advocating the adoption of a policy which will eliminate the misunderstandings of years and prove of mutual benefit to all concerned. The start is good.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., July 5, 1921.
A synopsis of the minutes of the above date will be published in the next issue.
ED ROSENBERG,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED ROSENBERG,
Secretary pro tem.

Vancouver, B. C., June 27, 1921.
Situation satisfactory.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, June 27, 1921.
Situation satisfactory.
K. E. LEHTO, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, June 27, 1921.
Situation satisfactory.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403

Aberdeen Agency, June 27, 1921.
Situation satisfactory.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, June 27, 1921.
Situation satisfactory.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, June 27, 1921.
Situation satisfactory.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, June 20, 1921.
Situation satisfactory.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., June 30, 1921.
Regular weekly meeting came to order at 7 p. m., Eugene Burke presiding. Secretary reported situation unchanged.
EUGENE STEIDLE,
Secretary.
86 Commercial Street. Phone Kearny 5955.

Seattle Agency, June 23, 1921.
Situation unchanged.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, June 23, 1921.
Situation unchanged.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, June 23, 1921.
Situation unchanged.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

RUSSIANS SHIPPING TIMBER

The first consignment of timber from Soviet Russia, for sawing in the mills at Riga, Latvia, was floated down the Duna River from Soviet Russia and arrived at Riga on April 28. It consisted of fifteen rafts, with 3270 logs. It is stated that the Bolsheviki have 120,000 logs within the Latvian frontier on their way down the Duna to Riga. The timber consists of pine and fir and is reported of good quality. An agreement is now being concluded with the Latvian sawmills for the working up of the timber for Bolshevist account.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

ASSERT YOUR RIGHTS

Mr. Silax B. Axtell furnishes some very educational and interesting material in the following correspondence:

June 17, 1921.

Silas B. Axtell, Attorney, New York.

Dear Sir: I am a member of the Marine Firemen, Oilers and Watertenders' Union of the Atlantic and Gulf Union and have possession of your very useful book, "The Rights and Duties of Merchant Seamen," and would like to know if a seaman who leaves a British ship in the United States can be imprisoned when he lands again in England. Can they take him off a ship flying the American Flag? I know they have been taking men off the ships and punishing them with imprisonment from one to three months and in some cases placing fines of £20 on them. I left a British ship here last September and I have been sailing in American ships since. I am a full member of the above Union and I have had an intention of going to look for a ship that crosses to England to see my wife and children and I would be thankful to you to let me know, for in the Treaties on page 44 it says: "Seamen deserting here not punishable abroad." I have intention papers since I came here and it's my full intention to become a true citizen of the United States, and when my means allow to bring my wife and children to this country. In the meantime, if possible, I would like to sail in a ship to England and see them. That is why I ask your advice, because I honestly tell you I have never been in a prison and I would not like to think they would put me in prison for staying in this country's ships.

THOMAS CARNEY.
June 22, 1921.

Mr. Thomas Carney.

Dear Sir: I have your letter of June 19. You have stated the facts very clearly. If they are putting a man in jail in Great Britain for deserting British ships in America, I have no knowledge of it. If a seaman on a British ship demands half wages in the United States in accordance with Section 4530 and the demand is not complied with and he then leaves the British ship, it is not desertion. At any rate, any seaman who does desert from a British ship or any other ship in America is not committing an offense that is punishable by a fine or imprisonment. The most he can be punished for is forfeiture of wages and clothes left on board the ship.

By the law of England and the United States, the character of a criminal act is determined by the law of the place where it is committed. Congress of the United States having abolished all treaty regulations with regard to seamen on foreign ships. The British authorities and British ships when they enter our ports are subject entirely to the law of the port.

Further, it can be urged and should be in behalf of any seaman, who is arrested in England for an act committed here that the British courts are without jurisdiction to punish. See the decision of the Supreme Court of the United States, Dillon vs. Strathearn, 252 U. S. 348, and Nielson vs. Rhine, 248 U. S. 205. There should be no prosecution in England or any other foreign country. If there is, then it is up to the people of those countries to assert this. That is all I can say. If you are in an American ship when you visit England and as a member of the crew of this vessel, take the precaution to have your passport with you and get a special letter from the master stating that you are a member of the crew of the vessel and ask for permission to visit your family. That letter and that passport should protect you and if the British authorities seize you, you let me know by some means and I will start something that will put your name in history.

I assume that you have your first papers. Have those in your pocket when you are arrested. Get word to any labor man and have him communicate with me. That is all.

Yours very truly,
SILAS B. AXTELL.
9 State Street, New York.

HOUNDING THE SEAMEN

Truly the path of locked out seamen is strewn with thorns.

Confronted with unconstitutional rulings by officials and police authorities of Atlantic ports, to go back to work or get out of town, when the seamen attempt to obey the latter phrase of the dictum, every conceivable effort is made to prevent them from exercising their citizen rights. They are subjected to every indignity possible.

W. F. Cattell, representing the Marine Cooks and Stewards of Galveston, Texas, submits the following clipping from the Times-Picayune, dated June 23, 1921, which is enlightening:

"Idle Sailors Flock to Harvest Fields

"Arrest Eighty-six at Shreveport for Riding on Freight Train

"Shreveport, La., June 22.—Eighty-six strangers, nearly all claiming to be members of the Sailors' Union, who were taken off a northbound Kansas City Southern freight train today by policemen, acting on advices of the railway company that they boarded the train at Port Arthur, Tex., and were riding without pay or permission, were given a substantial dinner at the expense of the city and then were transported, free, to Blanchard, an oil field town of this parish, to get a new start on their journey to the wheat fields, according to Police Chief Bazer.

"The men said they were en route to Kansas wheat farms, and left Port Arthur as the result of a lockout which threw them out of employment May 1. Local wholesale houses provided trucks for the trip to Blanchard. All the men, following their arrest, were marched to police headquarters, where Bertillion measurements were taken. They were also searched, but no pistols were found, though some carried razors.

"Spokesmen for the men said before leaving Port Arthur they had a message from the United States Employment Bureau at Hutchinson, Kan., assuring them of remunerative employment through the harvest season.

"'We could not stay in Port Arthur and starve,' they said, 'and we could not get away by water, because the ships are all in the hands of non-union men and we were not allowed to approach them. We had been told that the railroad companies would not molest us if we were en route to the wheat fields to work, and with this belief in mind, we boarded the freight train and struck out.'

"Special Agent A. B. Solomon of the Kansas City Southern Railroad, today reported seventy-five men being ejected from freight trains on that line at Shreveport, Vivien and Lewis, La., yesterday, and the number trying to 'beat' their way increasing daily, estimating the number between Port Arthur and Texarkana for the last several weeks at seventy-five daily."

Although the substantial dinner and aids to transportation show the right kind of American spirit, the effect is destroyed by the indignity of treatment as hardened criminals.

Why the Bertillion measurements, etc.? Is it necessary to heap the last dregs of degradation upon the devoted heads of Americans who are only maintaining their principles and exercising their rights? Many of these boys are of self-respecting character, of good, old American stock, and they must feel their debasement keenly. They engaged in the American Merchant Service at the call of the nation's requirements, and found when that necessity had passed that they were to be made subjects of degradation. The manner in which these conditions will affect their future is problematical, but it shows a serious impediment to character building for young America, for which greedy shipping interests and an arrogant Bureau is responsible.

DECREASE HITS TUGS

The United States Railroad Labor Board has extended its wage reduction order, effective July 1, to practically every large railroad in the country. No change from the average 12 per cent reduction granted 104 carriers on June 1 was made by the decision. The new order affects 210 roads.

The new decision will make a reality of the estimated four hundred million dollars annual savings expected by the roads.

The decision, drawn as an addendum to the reduction order of June 1, adds practically every railroad in the class 1 division to the original list of 104 roads authorized to make the 12 per cent reduction.

Following the 12 per cent reduction, which was generally unsatisfactory to the roads, the carriers returned with added insistence that the 1920 wage award be wiped out. The board, however, would not change its scale.

While no definite returns have been announced from the referendum being taken by all the railway unions on acceptance or rejection of the 12 per cent cut, it was expected that conferences at Chicago July 1 would agree to accept the Board's decision.

The new order involves practically all classes of employes.

The only change in the rates of reduction made by this decision was in the case of some marine workers at Eastern ports.

All Classes Cut

About one-half of the roads included were parties to the original decision, the duplication resulting from the fact that many roads did not include all classes of employes in their first petitions.

Rates of reduction for several minor classes of employes were added to the order today.

Chefs and restaurant workers, dining car employes, laundry workers and porters were named for reductions of 60 per cent of the increases granted since the roads were returned to private control March 1, 1920.

Rates established for the marine workers included:

New York: Captains, $200; pilots, $180; engineers, $190; assistant engineers, $180; firemen, $140; deck hands, $125; stewards, $125.

Philadelphia: Ferry pilots and engineers, $170.30; extra pilots and extra engineers, $130.32; firemen, $118.64; wheelsmen, $110.07; deckhands, $107.20; bridgemen, $107.20; firemen's helpers, $107.20.

(Tugs)—Captains, $130.96; engineers, $120.16; mates, $91.91; firemen, $90.84;

deckhands, $90.84; floatmen, $90.84; bridgemen, $90.84.

Hampton Roads: (Ferries) pilots, $195; (tugboats) pilots, $192; mates, $145.

SEEING THE LIGHT

The following resolutions from the San Pedro branch, S. U. O. P., and the local of I. L. A. at that port shows that the marine workers there are desirous of more harmonious relations.

They are beginning to realize that in order to withstand the attacks of combined capital a more perfect solidarity must be displayed by the workers.

Whereas, we know from observation and experience that members of the International Longshoremen's Association of San Pedro are in favor of giving the seamen every assistance possible, even to the extent of a sympathetic strike, provided they could get some assurance that they would be considered in the final settlement; therefore, be it

Resolved, that the San Pedro Branch of the Sailors' Union of the Pacific in regular meeting assembled request the officers of our Union in San Francisco to submit some proposition to all branches for their approval or rejection, whereby we could arrive at a closer affiliation and have a working agreement with the Pacific Coast District of the I. L. A.; and, be it further

Resolved that the copies of this resolution be mailed to every branch of the Sailors' Union by the Strike Committee of San Pedro.

CHARLES STRAHLE, Chairman,
ROLF RYDELIUS,
JOSEPH T. RAGEN,
JAMES P. PATON,
WILLIAM SCHULTZ,
Committee.

Whereas, the Maritime Unions have been on strike against a reduction of wages since May 1st, and

Whereas, the employers in attempting to break this strike are trying to use longshoremen to do work formerly performed by members of the Sailors' Union of the Pacific, thereby causing friction between the I. L. A. and the Sailors' Union; and,

Whereas, such conduct is a disgrace to the labor movement in the United States; and,

Whereas, unity and closer affiliation must be maintained between the Seamen and Longshoremen in our dealings with the Shipowners' Association; therefore, be it

Resolved, that the Secretary of the Pacific Coast District. I. L. A., issue orders for a referendum of all locals to find out whether they are in favor of making a working agreement with the Seamen whereby we could deal collectively with the employer.

C. A. BROW,
ED. KRUMHOLTZ,
JOE SIMONS,
PAUL SYMAN,
Committee.

FOR SOLIDARITY

Portland, Ore., June 30, 1921.

Editor SEAMEN'S JOURNAL:

Dear Sir and Brother:—As an ex-sailor and a longshoreman at present, I would beg space for a few comments which may be of interest to the workers of both vocations.

There is no doubt that from the very beginning of the Seamen's lockout the general attitude of the longshoremen has been that of sympathy. But under the present system sympathy counts for little; it is action that produces the desired results; and such action is not forthcoming.

One of the many factors which contributes to the passive attitude of the longshoreman is the fact that in the history of both internationals there has never been an instance where a bona fide effort was made to form a close alliance for defensive purposes. It is true that a few earnest individuals in both organizations carried that idea in their minds for a long time, but their efforts, whatever they might have been in that direction, fell through unsupported by an apathetic and hostile majority which did not see what was for their own good.

Our mutual relations also have to be reckoned with. They are none too good. Sailors justly claim that longshoremen in the past scabbed on them, and longshoremen as justly claim the opposite. Only lately when walking past the pickets on the waterfront I overheard remarks by one of them about longshoremen scabbing. One of our group flung back: "Yes, but what did you sailors do when we were on strike in 1916?" No. answer. "Pot can't call kettle black."

Such relations lead to mutual estrangement instead of co-operation. But the time is coming when not only longshoremen and seamen, but railroadmen as well will realize the dire need of a triple alliance of the transportworkers in order to more effectively resist the encroachments of our masters. The very nature of their work is driving them towards that realization. Railroadmen transport goods by rail, longshoremen load them on ships and sailors transport them by water.

The seamen are at present putting up a lone fight, a brave fight to retain what rightly belongs to them; the railroadmen may fight (rumblings of the impending strife are already heard) just as bravely; even the longshoremen, unprepared as they are, may muster their ranks to present a bold front to resist the oncoming cut. But will these three organizations win, fighting their battles separately? Hardly.

In the place of longshoremen on the Pacific Coast one would hesitate whether to accept the impending cut graciously or to give battle. That we are weaker, economically, than the seamen is self-evident to anyone who grasps the situation. The splendid solidarity displayed by the Sailors' Union is yet to be demonstrated by the longshoremen. The suicidal, individual policy of "every local for itself and the devil take the hindmost" is still prevailing. How much of this policy is due to secret machinations of our masters, and how much to the individualistic philosophy permeating our ranks is as yet a matter of speculation. Suffice it to say, we are in the position in which our masters want us to be. And what is good for the master is bad for the slave.

Railroadmen again are facing a cut in wages which they seem to be unable to stall off. Times are not so propitious as when they were able to force the passage of the Adamson Bill by sheer display of their economic power, gaining thereby an eight-hour day without recourse to a strike.

But how different the history of these organizations would read if they were allied. The railroad magnates, the Shipping Board and the shipowners would think twice before they would dare to encroach upon our rights to a decent living.

It is high time that someone should take the first step towards the realization of such an alliance. It won't be easy sailing. Old prejudices and traditions have to be overcome and forgotten. The success of such a move will largely depend upon the selection of proper ways and means. Our national conventions are poor channels for such a plan to safely sail through. Our international officers are not always to be depended on. The least said of them the better. I am not so sure of Andrew Furuseth. The opinion prevails that he looks at the things of today with the eyes of the past. I am sorry if it is so. I admire his integrity and honesty. Andy will die as he lived—poor, which cannot be said of any other international president. Surely, he must see that all those favorable to the seamen laws for which he fought so hard can be set aside by our masters, if the sailors have not sufficient economic power to back up and enforce those laws in time of stress.

The plan for the Triple Alliance of the Transport Workers, if realized, would give us the greater economic power which we all sadly need. Since the seamen by seeing the world are more enlightened and perhaps more broadminded, it behooves them to take the first step to elect the Publicity Committees which could circularize the Railroad Brotherhoods and longshoremen locals with the proposal of an alliance, for which, if the signs do not belie, the time is ripe.

Yours for the Triple Alliance of the Transport Workers,

RALPH V. CHERVIN.

FINANCIAL SUICIDE

When the hired man goes out to the barn some morning and finds John Jones in the hay mow, swaying and twisting gently at the end of a long, strong rope, about the first thing he does after he has cut the body down is to notify the coroner. The coroner, having viewed the remains and remarked that John is as dead as Connie Mack's chances to win the American League pennant, calls in a bunch of his cronies who need the money, empanels a jury and holds an inquest. It is not long until the jury shifts its chew of tobacco and announces that John Jones came to his death by his own hand. The neighbors say: "Well, it's a pity John didn't have the nerve to fight his troubles instead of ducking them," and J. Jones is forgotten.

Not all killing is murder, but death by one's own hand is not only prohibited by law but is regarded almost universally as the subterfuge of a coward to avoid facing the future. Killing your own chances in life is financial suicide. Men who would scorn to end their lives, no matter what their difficulties, end their financial careers and do it with their own hands through failure to put aside a surplus both to seize opportunities which are daily occurrances in American life and to meet emergencies and disasters.

When such men are found twisting at the end of their financial rope, the only verdict a jury of their peers can bring in is: "Financial suicide." The putting aside of such a surplus has been made both convenient and easy through the issue of small denomination government securities. The Treasury Savings Stamps and Treasury Savings Certificates are specially adapted for the saving and safeguarding of money and money so placed will be safe and will return a sure and adequate profit.

The best regulated labor organization is that which most clearly distinguishes between the time for talk and the time for fight—which fights with all its power and when it quits, stays quit.

CONVENTION LETTER

(By Laurence Todd)

John L. Lewis of the United Mine Workers was defeated, two to one, by Samuel Gompers in the race for the presidency of the American Federation of Labor, when the roll-call was taken on the final day of the convention here, last Saturday. Gompers had 25,022 votes, and Lewis 12,324.

Vice - Presidents Duncan, Valentine, Duffy, Mahon, Green, Fischer and Woll, and Treasurer Tobin and Secretary Morrison, were re-elected without opposition.

Vice-President Rickert, renominated by Samuel Gompers, defeated his opponent, James P. Noonan, president of the International Brotherhood of Electrical Workers, nominated by F. J. McNulty of that organization, by two to one. Although Gompers had received the support of three of the Miners' delegation—Howatt, Harlin and Farrington—that entire delegation cast its vote against Noonan, the only railroad craft representative who sought a place on the Executive Council. The Carpenters, too, who had voted for Lewis, went solidly for Rickert. Lewis and his friends were ready to support Noonan, it was privately said, if Noonan and his delegation would support Lewis. Noonan refused.

William J. Spencer, secretary of the Building Trades Department, and James J. Forrester, grand president of the Brotherhood of Railway Clerks, were chosen as fraternal delegates to the British Trade Union Congress. In that capacity they stand instructed by the convention to visit Ireland and to hold conferences with Irish and British labor as to the peaceful means to be used by organized labor in assisting the Irish people to free their soil of the British army of occupation. Peter J. Brady of the Photo Engravers, after being nominated against Forrester, withdrew his name. During discussion of Irish affairs here he became involved in a misunderstanding with some of the representatives of the Irish Republic, of such a nature as possibly to be embarrassing were he to have to take part in Irish negotiations.

John O'Hara of the Hatters was the winner by only 984 votes over Ed. Anderson, secretary of the Colorado State Federation of Labor, of the honor of representing the A. F. of L. as fraternal delegate at the Canadian Trades and Labor Congress.

Cincinnati was chosen as the next convention city. Fort Worth was a contestant. Attempts made by the Committee on Laws to have the constitution so changed as to have the conventions take place in October and to permit the Executive Council to choose the convention city were voted down. This means that the South is unlikely to entertain a convention for some years, since the delegates are not willing to take chances on June weather in that region, and they refuse to readjust the time of meeting of their international unions' conventions to suit another shift in dates for the A. F. of L.

Three measures of especial interest to farmers were dealt with on Thursday. Resolutions calling for strict regulation of the meat packing industry by the Federal Government, as proposed by the Federal Trade Commission, and providing that all stockyards be acquired by the railroads, to be operated as freight terminals, with encouragement for the development of municipal and co-operative slaughter-houses and packing plants and warehouses, were adopted. Resolutions pointing out that the Federal Reserve Banks have refused money and credits to the farmers in time of dire need, and providing for the reduction of interest rates on loans from this source, stoppage of loans for market speculation, and finally for creation of a personal rural credit system, were likewise adopted. These measures were sponsored by Delegates Noonan, McNulty, Morton, Leslie, Barton, Joyce, McAndrews, Forrester, Donley, Paulsen and Kline.

The third farmer measure was the one asking all international unions to subscribe for the bonds of the State of North Dakota, which have been boycotted by the banks and brokers of the country because the money is to be used for the farmers' and wage-workers' industrial program in that State. It also asked that the appeal for purchase of these gilt-edged State bonds be published in the American Federationist.

The report of the Resolutions Committee was that the Federation is not a financial institution, and hence that copies of the resolution be sent to the affiliated internationals "for their favorable consideration, in accordance with their laws." The report prevailed without debate.

Federal Employes' Unions in the postal and executive civil service joined in defeating an adverse report of the Resolutions Committee on their resolution calling for an immediate reclassification of Government civil service positions and salaries on a basis of skill, training and responsibility involved, "with just relation to the increased cost of living, and without discrimination on grounds of sex." It also provides for representation of the employes in the central administrative body to be created to handle the reclassification. Such a bill is now under consideration in Congress, but the Resolutions Committee did not know it. They recommended merely that the various unions try to agree upon a measure on reclassification.

Following this victory, the civil service delegates scored again by securing the amendment of the Federation constitution to provide for a permanent Committee on Legislation, which shall handle all resolutions in future conventions dealing with specific legislative measures and situations, with the purpose of putting up to the convention in intelligent form the legislative program agreed upon by the council of legislative agents of some thirty national and international unions at Washington. This Committee on Legislation will be able to correct many of the mistakes made by the Executive Council in its treatment of situations in Congress.

A proposal that endorsement be given the World War Veterans, on account of their strong stand in favor of the right of collective bargaining and their opposition to the use of injunctions in labor disputes, was reported adversely by the committee, on the ground that the Federation should not discriminate between any of the organizations of war veterans. Afterward, the Committee on Executive Council's Report secured adoption of a recommendation that a member of the Council be delegated to act as fraternal delegate to the next annual convention of the American Legion, "to the end that the relations between these two great organizations now so happily established may be more closely cemented and made permanent, to the advantage of all the members of each of these patriotic societies."

Colonel Owsley of the Legion had addressed the convention here on its second day, bringing the greetings of his organization to the parliament of labor, and urging that "absolute loyalty" be made the test of the privilege of Americanism.

No settlement of the jurisdictional dispute of the Carpenters with the suspended Maintenance of Way Employes was reached. The Maintenance of Way men were directed to convince the Executive Council that the award must be more broadly interpreted in order to be workable, or else they must comply strictly with the letter of the award. Meanwhile they remain suspended. The Oil Field Workers were ordered to surrender to the Boilermakers and other crafts the members belonging to the jurisdiction of those bodies. Jurisdictional claims of the Stationary and Operating Engineers against three other organizations were ordered to conference within ninety days. The old quarrel of the Machinists and Flint Glass Workers remained open, due to failure of the Machinists' convention to follow the suggestions of President Johnston.

Women workers were not granted the safeguards granted some years ago to negro workers in trades where they were refused admittance to the national and international unions of white men. The negroes, in these cases, were permitted to organize local unions directly affiliated with the A. F. of L. The women were refused, here at Denver, the same privilege. Opposition came from Mahon of the Street Railway Employes and Fischer of the Barbers, who hold that the charge of the back platform of a car and the work in a barber shop are unfit for women. Mahon stated that while great numbers of women ticket-sellers in subways and elevated stations belong to his union, he would not permit his organization to be destroyed by the replacing of men by women—as was attempted by certain companies during the war.

The convention urged, however, that these internationals still barring women from membership should consider the question again, as soon as possible.

The convention voted endorsement of the Executive Council's report against affiliation with the Amsterdam International Federation of Trade Unions, and against any encouragement to the existing proletarian dictatorship of Russia. When Schlessinger and Antonini of the Ladies' Garment Workers, at a late session Friday night, pleaded for understanding and tolerance for the Russian revolution, and for sympathetic aid for Russia's suffering people, impatient delegates creaked their chairs or drowned out their words by ironical applause. Documents showing the attitude of the Amsterdam International officers and that of the Executive Council are to be published in the July issue of the American Federationist.

One of the finest features of this convention—a convention which did more

real work than any in a decade—was the quick approval shown for the fearless and sympathetic attitude of the liberal leaders of the churches—Protestant, Catholic and Jewish—in facing the industrial problem. Thanks were voted to the Federation of Churches of Christ for the Interchurch steel investigation, to the National Catholic Welfare Council for its social program and statements, and to the American rabbis for their similar declarations in labor's support.

WEEKLY NEWS LETTER.

(Continued from Page 5)

trine which held that human labor was a commodity to be bought and sold at the lowest possible market price, as machinery, oil, coal, wheat, flour—and used until its supply is consumed, or its efficiency exhausted, is vicious in morals and unsound in economics."

Blame United States

Adelaide, South Australia, July 2.—"There are indications that the wage reduction stunt and other schemes associated with it for making the workers bear the burdens thrown upon the community by capitalism's failure to meet the needs of the times have their origin in the United States," says the Daily Herald in referring to the anti-union movement of American employers.

"No such attack has been launched in this country," continues the Herald, "but it may be expected in the not very distant future unless the organized workers are alert and active in the protection of their rights.

"It is evident that a direct attack is being directed against American trade-union organization, so that the unity of the workers may be smashed and the wage earners thus compelled to accept whatever terms the employers like to offer. Curiously enough the capitalists do not happen to have the argument all their own way, and as showing how live and important the matter is, it may be mentioned that the churches are discussing it with animation and from the point of view of the working man.

"All this is of particular interest to the Australian worker who may, unless he is very careful, be carried along into the whirlpool of industrial disunion and dissension so that he may become an easy prey and victim to the schemes of exploitation."

Win Eight-Hour Day

By a vote of 167 to 113 the House rejected a twelve-hour workday for firemen, oilers and water tenders on the Great Lakes. The proposal was included in Congressman Scott's amendment to the Seamen's Law. Congressman Nolan of the Iron Molders' Union led an all day battle against the long work day. The bill is now in the hands of the Senate Committee on Commerce.

The seamen, however, lost their fight to maintain the present requirement of able seamen on the Great Lakes. Under the Seamen's Act 65 per cent of able seamen are required in the deck crew on the ocean as well as on the Great Lakes. The Scott amendment reducing this requirement to 50 per cent on the Great Lakes was adopted by a vote of 160 to 128. This means that life boats on passenger and excursion steamers may be manned by men, 50 per cent of whom never had experience in handling an oar or in swinging a life boat, filled with women and children, free from a sinking vessel.

Truth Oozes Out

Plain talk by hard-headed financial writers is making it increasingly harder to "put over" the claim that labor is responsible for present industrial conditions. The financial writer in a local paper says:

"Every one seems to realize nowadays that the inflation of the war days, attendant on the purchase of $10,000,000,000 of our goods, with a like amount of money loaned by our Government to our allies, was a bit of unprecedented foolishness from which it will take years to recover."

Our seeming prosperity, says the writer, made profiteers and spendthrifts, and turned some managers of great corporations from the straight and narrow path out into broad fields of speculation and induced them to pay great stock dividends, which have since greatly strained their companies.

Double Wage Standard

In discussing reorganization of the United States Shipping Board, Chairman Lasker is quoted as saying that he "does not expect to hire a $50,000 man for a $5,000 a year salary."

In the case of marine engineers, seamen and radio operators, they are cut 15 per cent, hours lengthened and other working standards lowered.

In one case Chairman Lasker bases wages on "what a man is worth." In the other case he bases wages on what it costs to live and disregards ability required by men who operate the ships.

Martial Law in Mingo

Governor Morgan has again proclaimed martial law in Mingo county and ordered the sheriff to draft or accept as volunteers 130 men for State service for sixty days. A previous martial law order was set aside by the State Supreme Court because the Governor placed its enforcement in the hands of State cossacks and civil authorities. The Court held that the State must provide a military force where it orders martial law.

Banks Must "Let Loose"

Wall street is whispering that banks have been caught by the continued depression and that they must now do what the advised others to do—unload.

These banks hold great quantities of merchandise of all kinds as a result of decreases in values that compelled business men to let loose. The banks hold them, and this, it is declared, "form one of the most serious phases of the liquidating problem."

The banks are now realizing that they, too, "must take their medicine."

The Socialist national convention indorsed the general strike as a theory and a "powerful weapon of the working class," but declares its advocacy in the United States under present conditions would be folly. An attempt to authorize use of the political strike to force repeal or passage of legislation was voted down.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
HOBOKEN, N. J. ..... 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
NEW HAVEN, Conn. ..... 13½ Collis Street

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SOUTH CHICAGO, Ill. ..... Agent
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CONNEAUT HARBOR, O. ..... 992 Day Street
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ABERDEEN, Wash. ..... P. O. Box 180
PORTLAND, Ore. ..... 88½ Third Street
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PORTLAND, Ore. ..... 68 Third Street
SAN PEDRO, Cal. ..... P. O. Box 54

ALASKA FISHERMEN'S UNION
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SAN FRANCISCO, Cal. ..... 49 Clay Street
SEATTLE, Wash. ..... 84 Seneca St., P. O. Box 42
ASTORIA, Ore. ..... P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC
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SEATTLE, Wash. ..... 84 Seneca Street
PRINCE RUPERT (B. C.), Canada ..... P. O. Box 1675
KETCHIKAN, Alaska ..... P. O. Box 201

UNITED FISHERMEN OF THE PACIFIC
ASTORIA, Ore. ..... P. O. Box 138

FERRYBOATMEN'S UNION
C. W. DEAL, Secretary
SAN FRANCISCO, Cal. ..... 166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Dock Street, Bellingham, Washington

Labor News

The Building Trades' lockout at San Francisco continues, with the efforts to operate with non-union men unsuccessful.

The annual convention of the Washington State Federation of Labor will be held in Vancouver, beginning Monday, July 11.

Virtually every mine in the Grass Valley district closed down July 1 because of the failure of a group of the larger operators and the Miners' League to reach a wage agreement for the new fiscal year. The mines are being kept free from water, and negotiations are being continued. About six hundred men are idle.

The Arkansas Coronoda miners' case, involving an attempt of employers to seize union funds because of acts of individual members, the Granite City picketing case and the Bisbee, Ariz., boycott case have been placed on the calendar of the United States Supreme Court for reargument at the October term of court.

A general reduction in wages affecting all building trades of Sacramento, approximating $1 a day and averaging 10 per cent, has been agreed upon by the Building Trades Council and the contractors. The new agreement is to be ratified at a meeting of the Building Trades Council, after which the various unions represented will pass on the proposed scale.

The National Women's Union has announced that a nation-wide campaign will be launched to compel the A. F. of L. to amend its constitution so that women will have the opportunity of union membership on the same terms as men. This organization, which has grown out of the formation of the women's committee for industrial equality, failed to secure the adoption of a resolution by the convention which would give the women workers "industrial equality."

E. Ellison, Secretary, has succeeded in negotiating an agreement with the Employers' Association for the Dredgemen's Union of California. This includes the crews employed in dredging work on the bay and Sacramento and San Joaquin rivers. The agreement is to run for one year and calls for a wage reduction of 7½ per cent, based on the cost of living findings of the board of arbitration in the building industry. The new wages will range from $190 to $125 a month, according to the class of work performed.

On July 1, Alexander Howat and August Dorchy, president and vice-president of the Kansas Miners' Union, were found guilty of violating the Kansas Industrial Court law criminally by calling a strike, by a jury in the Cherokee County District Court. Although Howat has been convicted of several offenses in connection with the calling of strikes and his defiance of the industrial court, this was his first conviction by a jury. "It was the judge's instructions that did it," Howat declared soon after the verdict had been read. "I was guilty of a felony or guilty of nothing," the miners' president said. The courtroom was filled when the jury filed into the room and the verdict was read. Many miners were in town awaiting the verdict. There was no demonstration. Judge Ross announced that the bonds of Howat and Dorchy would stand until July 8, when they are to appear for sentence.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Einar
Erikson, Lars
Ekengren, Olaf
Erikson, Nils
Eklung, Victor
Edvordsen, John
Elsted, John
Edvords, Louis

Forbes, Frank M.
Fugman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
Grau, Axel
Graudin, Ed.
Gulliksen, Amandus
Gangsrod, Karl
Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Halley, Wm.
Hagen, Harald
Healey, Geo. S.
Halvorsen, Karl
Hansen, Martin
Holmen, K.
Harper, Earl
Hoed, Hans
Heggum, Louis
Harms, F.
Hefling, Jack
Halmin, Wm.
Hahnqvist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
Jansen, R.
Johnson, Dick
Janson, John
Johnson, Elias
Jenson, James
Johanson, Matt
Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
Jorgensen, Fred
Johnsen, Ludvig
Johansen, Arthur H.
Jacobson, M.
Johnson, Ed. -2294
Johanson, Olof K.
Johnson, G. A.
Jacobson, Torgils
Johanson, Henrik
Johnson, Alex
Jensen, Wilhard, E.
Johansen, Carl
Jones, A. H.
Johnson, Gust

Kallo, K.
Karlson, G. A. -1190
Krastin, J.
Kragstad, A. E.
Hoppen, Oluf
Kristiansen, Aarnt
Knudsen, Andrea
Kilkeary, Frank C.
Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Laskinen, Fred
Livingstone, Ed
Larson, Rudolf
Lucy, James
Lichtenberg, Ben
Lauritsen, P. E.
Ljungstrom, Oscar
Lee, L.
Larsen, Emanuel
Larsen, E. -1345
Lauritsen, P. E.
Leeween, A. W.
Landlung, Chas.
Lauritsen, Jack
Larson, A.
Lawersen, L.
Lieson, Wm.
Lynum, A. M.
Latton, Theod
Lyngues, Chr.
Lund, Eric

Milliard, Frank
Martinsen, Ingvald
Macleod, Alex
Molder, John
Monroe, N. S.
Mengert, Fred
Moore, Thos.
Morgaard, H.
Michalson, Harald
Munch, Chas.
Mann, Albert
McPherson, James
McLean, Angus
McIntyre, L.
McCoy, J. L.
McMullen, J.

Nilsson, N. J.
Nilson, A. H.
Nolan, Janus
Nelson, Swan
Nilson, Carl -302
Nurse, A. L.
Nilson, Adolf
Nelsen, Peter
Nelsen, Ross
Neelson, H. J.
Newland, Ernest
Nyhagen, Julius
Nicholsen, Ben
Nurken, Herman

Nergaard, H.
Nelson, Werner
Nelson, P. A.
Nilsen, Harald
Nelsen, A. B.
Nahinan, F.
Nilsen, N. P.

Ovist, John
Osterberg, C. V.
Optedal, Caspar
Olsen, John H.
Owens, J. W.
Ogga, Ed

Pendville, N.
Pedersen, J. M.
Petersen, Bjarm
Parker, Bert
Pederson, C. E. -1286
Pedersen, Herman
Pedersen, Emil F.
Pabus, Laas
Pedersen, Ole
Pedersen, O. J.
Permin, J. C.
Pedersen, E. P.
Paulsen, O. E.

Quandt, A.
Rasmussen, Chr.
Rod, S.
Rasmussen, Peter
Rebour, Frank
Rorvik, Chas.
Randle, C. W.
Reilley, Ralph
Ross, Herbert
Ronberg, Edvard

Sandin, P.
Sater, P. Pedersen
Skag, Otto
Saderberg, Albin
Scarpa, E.
Stiffler, Roy
Sherrin, E.
Strand, Charley
Skaag, Paul
Shipley, A. M.
Steiner, F.
Stenberg, Hjalmar
Sitts, La Verne
Simonsen, S.
Sandstedt, E. H.
Seyfried, M.
Thorsen, V.
Tasel, John
Torwich, Hans
Tangeros, L.
Thomsen, Peder
Theysen, Arthur
Unwin, H.
Wheeler, G. W.
Welkens, Henry
Wiger, John
Welson, E. W.
Wilson, Walter
Westerlund, Albert
Stetson, Henry
Schrage, P. W.
Schler, T. J.
Schirmbel, Rup
Sarv, H.
Smith, Aug.
Scarlett, J.
Swansen, Axel
Salonen, Ivori
Salmar, K.
Stockburger, C.
Stidham, C. W.
Samuelsen, Hugo
Semberg, John
Swanson, J. -1013
Sandvik, H.
Teneson, J.
Tripplett, C. J.
Thorsen, Hans
Tugmen, Arthur
Thorsen, Hans
Torstinsen, A. J.
Volley, P.
Wold, Stadius
Ward, Wallace
Wahlstrom, Eric
Wallin, A.
Walker, A. A.

SAN FRANCISCO
Alaska Fishermen's Letter List.

Andersen, Ole
Anderson, Hilding
Albertsen, John
Brown, George A.
Carlson, E.
Carlsen, Ernest
Clark, Bruce
Flem, Knut
Graham, R. J.
Harji, Elmer
Hagburg, Gust.
Johansen, F. C.
Johanson, Fritz C.
Jacobsen, Emil
Karlkromoli, Steve
Lauren, William
Larsen, Theodor A.
Miner, J.
Millsson, B. E.
Olsen, Oscar Johan
Smith, R.
Schultz, Walter
Shooba, Nils
Schaffer, Paul
Tonnisen, Peter

Aberdeen, Wash., Letter List.

Anderson, E. T.
Anderson, John C.
Anderson, Gus.
Bradsberry, Geo.
Balm, August
Barton, M.
Caitane, Jose
Douglas, W. Sid.
Fosterwall, Kasper
Gunther, R.
Hansen, Adolph
Hanson, Oscar
Hederstrom, Garvid
Johannesen, Alf.
Jansson, John
Johanneson, Jonas
Krause, Frank
Lange, Henry
Lepp, Alex.
Miller, Fred Wm.
Newington, Fred
Nelson, Hans
Olsson, Chas.
Olsen, L. -1099
Pedersen, W.
Parker, Arthur L.
Rahman, Geo.
Ruben, Chas.
Randle, C. W.
Robinson, G. H.
Rengsdarf, W.
Saro, W. R.
Smith, Emil
Smith, C. Johan
Tonsfeld, John
Vejvada, Frank
Waksten, A.
Westerberg, Carl

Honolulu Letter List.

Bergqvist, O. C. F.
Crawford, Th.
Carlson, Ernst
Ekdahl, Fred
Ellwood, Ed. J.
Fleming, Wm.
Genly, O. B.
Gonsoff, A. J.
Lundgren, Karl
Hansen, N. M.
McGowan, John
Nicholson, C. T.
O'Brien, James
Osman, J. B.
Sandstrom, Anton
Scott, H. T.
Sorentino, Joe
Sackett, Norman
Tveda, Nick
Xavers, Francis

INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Albertson, J.
Alto, John -1349
Anderson, Walter
Andersen, H. M. -1495
Anderson, Harry B.
Anderson, Gunnar
Anderson, A. G. B.
Anderson, J. N.
Aspe, Teodor
Anderson, Chas.
Andersson, Gust B.
Anderson, Chas. A
Anderson, Sam

Balotin, Alex
Bordeaux, E. T.
Bersin, Jacob
Belmont, Joe
Bye, Kristian
Bordell, George
Boe, Ivor
Boyd, W. P.
Berge, Kristian
Boom, A. E.

Cords, W. A.
Christophersen, B.
Carr, R. W.
Catherwood, G.
Crawford, Thomas
Carroll, Kenneth
Cristen, John
Cormie, William
Carlsen, Dick
Cordeau, Thomas
Clementsen, Alf
Carrl, Robert R.
Christensen, Jens C.
Calcoff, Sam

Daunt, C.
Dallman, H.
Desmond, Albin
Diaz, Domingo
Dealy, Daniel
Deavor, Alvin

Eliasson, Geo.
Erickson, J. W.
Evans, John
Eliassen, Emil
Evensen, Alex

Franson, Albin
Fernandez, Chas.
Frees, Knud
Forsberg, Alfred
Friz, Ottmar
Franzell, A.

Gomez, F.
Gougat, Frank
Gregersen, Krist
Gunnerud, Ulrik

Hanlon, William
Horton, Geo.
Hagberg, Norman
Henriksen, Ernest
Haggeros, Sam
Hall, Robert
Hellman, Max
Hickey, John
Heiari, August
Horner, Ambrose
Harnick, Julius
Holmstrom, Oscar
Hoelland, Jonny
Hurley, Michael
Holmstrom, John
Horton, George A.
Heino, A.
Harris, John T.
Harbst, John -2905
Hansen, H. P.

Iwersen, W.
Isaac, John S.

Johnson, Tom
Johansson, N. A.
Jones, Alfred
Johansen, N. A. -1604
Jahnke, Richard
Johnson, Oscar
Johansson, Albert
Jones, Arne M.
Janson, Jack R.
Jorgensen, Knud
Johnsen, George
Jacobsen, Alfred
Jonssen, Fred
Jeffries, Eddie
Jensen, Laurits K.
Jensen, Marius
Johnson, C. A.
Johansen, Ed.
Johnson, Edw. C.
Johnsen, F. K.
Jorgensen, J.
Jonessen, Fred
Jacobsen, Tom
Johansen, J. -1432
Johansen, Carl
Johnsen, James
Johnston, Leslie
Jorgensen, Jens Geo.
Jensen, Kristian
Johansen, J. E.
Jonassen, Johannes
Jentouch, Solfred
Jorgensen, J.
Jensen, Paul

Knursen, Ch. -1456
Kloe, A. C.
Kohler, Arthur
Kilberg, Peter
Karjon, John
Kind, Herman
Koff, Michael
Knudsen, Andrew
Kopatz, Oscar
Lindholm, Chas.
Levy, Louis
Loven, C.
Lund, F.
Lind, Carl
Loeff, H. van der
Lodersen, John
Lill, Karl
Lindroos, Oscar
Lee, James
Lehan, C.
Larsen, Olaf J.
Luhrs, Ludwig
Larson, C. S.
Ligovski, Joe
Luce, Paul
Luhrs, Ludwig
Lobelos, Jose
Lindquist, K. -1961
Lund, Olaf
Lamon, Arne

McVey, Frank
McBride, George
McCard, Albert
McMullen, Dan
McGhee, E. J.
Miller or Meuse
Machen, L. E.
Muishneck, W.
Moritz, W.
Mattson, Maurice
Martinson, J. L.
Morcu, Harry
Mize, J. H.
Mathiesen. Nicolas

Nelson, Charlie
Nystrom, Uno
Neville, Thos.
Nordberg, Hilding
Nilsen, Alfred
Nelson, C. A.
Olson, Ed.
Olsen, Kristian
Ossante, Anthony
Olson Olaf V.
Odom, Jackson
O'Donnel, Jas.
Olsen, Harold
Ofeldt, C. G.
Ovist, John
Olsen, Ole P.

Petterson, C. V.
Paldan, Ed.
Persson, Bernhard
Pastorillen, K. M.
Pahis, Jim
Peterson, O. E. -1558
Perry, Peter
Quatararo, Michal

Rokow, Steve
Rommel, Andrew
Runsha, Henry
Rensdorf, W.
Runge, Robert
Reidel, Gus
Romani, Gatano
Rantala, Sam
Ruygrok, Dick
Rogers, Robert G.
Ragen, Joseph
Rosenthal, W.
Sundquist, Walter
Steinbrick, Paul
Schaeffer, Geo. V.
Saunders, Jack
Sandblom, H.
Schierenbeck, K.
Sandberg, N. A.
Sether, O. J.
Sorensen, Edwin
Swanson, Eric K.
Sutert, Ole
Sandbock, George
Shaffer, R. W.
Stewart, Elder C.
Stuhr, Olaf
Selzer, Max
Sunde, O.
Saland, Hans
Schmidt, H. T. L.
Stoll, Rolf M.
Sandstrom, Hjalmar
Shuffer, Ray
Thompson, Maurice
Tinsman, F. T.
Trenland, C.
Thornlund, John
Tosh, James N.
Veits, C. L.
Viscarra, Oscar
Verney, A.

Williams, Edw. P.
Wright, Charlie
Wilhelmson, Karl
Wennerquist, Anton
Williams, Frank
Welteverdo, John
Ward, Stephan
Winkelman, Otto
Worthington, Asa
Westerberg, Otto
Woide, John
Wilson, John
Wright, Tom
Wilson, Edw.
Williams, Frank
Young, William
Young, Carl

Zimmerman, Fritz
Zitbury, Harold

PACKAGES

Braest, K.
Campbell, J. R.
Costley, F. L.
Friz, Ottmar
Haierup, Axel Johansen
Hennum, Christ
Johanson, N. A.
Langmann, William
Monteiro, John
Nixon, Leonard
Offerdal, Ing
Sundholm, Franz
Viets, C. L.
Zilla, Joe

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SEAMEN! WATCH FOR DEVELOPMENTS.

See Our Weekly Reports Posted in All Union Halls.

I have said that I would never be attorney for shipowners, until the seamen were shipowners. One of the purposes of my visit to Europe this summer is to acquire knowledge as to shipping conditions abroad and particularly to ascertain with what degree of success the seamen of Italy are operating ships.

Any seamen, who, with a view to becoming shipowners some time, are willing to form "a Seamen's Society for Savings" and will pledge to save one-fourth of their wages over their board and lodging per annum, said savings to be put in a depository that they themselves may select, please communicate with the undersigned.

SILAS B. AXTELL, 9 State St., New York City

For Twenty Years we have issued this Union Stamp for use under our

Voluntary Arbitration Contract

OUR STAMP INSURES:

Peaceful Collective Bargaining
Forbids Both Strikes and Lockouts
Disputes Settled by Arbitration
Steady Employment and Skilled Workmanship
Prompt Deliveries to Dealers and Public
Peace and Success to Workers and Employers
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As loyal union men and women, we ask you to demand shoes bearing the above Union Stamp on Sole, Insole or Lining.

BOOT & SHOE WORKERS' UNION

246 SUMMER STREET, BOSTON, MASS.

COLLIS LOVELY, General President — CHARLES L. BAINE, General Secretary-Treasurer

COMBINED STATEMENT OF CONDITION

HEAD OFFICE AND BRANCHES

Bank of Italy

SAVINGS COMMERCIAL TRUST

HEAD OFFICE, SAN FRANCISCO

MEMBER FEDERAL RESERVE SYSTEM

June 29, 1921

RESOURCES

First Mortgage Loans on Real Estate	$49,056,538.34	
Other Loans and Discounts	56,065,161.90	$105,121,700.24
United States Bonds and Certificates of Indebtedness	$16,409,184.39	
State, County and Municipal Bonds	12,966,564.93	
Other Bonds	8,697,639.79	
Stock in Federal Reserve Bank	366,750.00	
TOTAL U. S. AND OTHER SECURITIES		38,440,139.11
Due from Federal Reserve Bank	$ 6,541,876.78	
Cash and Due from Other Banks	10,974,414.49	
TOTAL CASH AND DUE FROM BANKS		17,516,291.27
Banking Premises, Furniture, Fixtures and Safe Deposit Vaults		6,173,421.53
Other Real Estate Owned		306,609.81
Customers' Liability under Letters of Credit and Acceptances		1,375,773.67
Interest Earned but not Collected		1,062,372.27
Employees' Pension Fund (Carried on Books at)		1.00
Other Resources		218,755.08
Total Resources		$170,215,063.98

LIABILITIES

DEPOSITS		$148,709,272.13
Capital Fully Paid	$10,000,000.00	
Surplus	2,475,000.00	
Undivided Profits	2,290,385.54	
TOTAL CAPITAL, SURPLUS AND UNDIVIDED PROFITS		14,765,385.54
Dividends Unpaid		541,980.04
Discount Collected but not Earned		95,129.11
Reserved for Taxes and Interest Accrued		227,523.49
Letters of Credit, Acceptances and Time Drafts		1,375,773.67
Federal Reserve Bank (U. S. Obligations)		4,500,000.00
Total Liabilities		$170,215,063 98

All charge-offs, expenses and interest payable to end of half-year have been deducted in above statement.

A. P. Giannini and W. R. Williams, being separately duly sworn each for himself, says that said A. P. Giannini is President and that said W. R. Williams is Cashier of the Bank of Italy, the Corporation above mentioned, and that every statement contained herein is true of his own knowledge and belief.

A. P. GIANNINI.
W. R. WILLIAMS.

Subscribed and sworn to before me this 29th day of June, 1921.

THOMAS S. BURNES, Notary Public.

The Story of Our Growth

As Shown by a Comparative Statement of Our Resources

December, 1904	$285,436.97
December, 1908	$2,574,004.90
December, 1912	$11,228,814.56
December, 1916	$39,805,995.24
December, 1920	$157,464,685.08
June 29, 1921	$170,215,063.98

NUMBER OF DEPOSITORS, 267,206

Savings Deposits made on or before July 11, 1921 will earn interest from July 1, 1921

World's Workers

Recently Spanish workers, whose central organization, the General Confederation of Labor, was dissolved by the Government, were reported to have been assassinated by agents of the Government and the crimes neatly covered up.

Industrial conditions in Italy are improving, due to the fact that the struggle between capital and labor has a tendency to settle down. Reconstruction work is progressing rapidly, with crop prospects excellent.

The threatened strike in the British engineering trades, due to differences on the wage reduction question, have been temporarily averted. The conference of employers and the engineers accepted a provisional agreement pending arbitration.

The city of Quebec was recently thrown into confusion when the police and firemen went on a strike for a wage increase of $1.50 per day. Street lamps were smashed and hoodlums invaded police stations, breaking up furnishings and windows; hundreds of false fire alarms were turned in. The city employs 140 policemen and 100 firemen.

The Australian Labor Party recently resolved: "That in view of the thousands of unemployed in New South Wales, the Government be requested to immediately withdraw from the Federal immigration scheme, and to suspend all assisted immigration until Labor's Land Bill becomes law, when, by breaking up large holdings, proper provision can be made for the settlement of new arrivals."

A compromise agreement between employers and employes of the Auto-Mettalurgique factory at Marchienne, Belgium, has ended the workers occupation of the factory. Following example of Italians the Belgian workers hoisted the red flag when the plant was occupied. When the trouble started police squads were turned out, but nothing serious happening, a series of negotiations with government authorities resulted in a settlement, satisfactory to both sides.

The Bolshevik Government has decided not to take any more chances with the fickle political affections of the Kronstadt sailors, once the backbone of the Soviet forces, recently the revolutionists who held Communist troops at bay for some days. The Kronstadt fortress, up to the time of the recent Kronstadt revolution, was for all purposes more or less of an independent sailors' republic, which controlled the powerful fortress nearest Petrograd. Since the revolt there was quashed, many privileges of the sailors have been curtailed by the government.

The British coal mine strike, which has been in progress since April 1, has finally been settled. It is understood that Parliament will authorize the granting of a ten-million-pound subsidy to the mining industry. The miners will resume work generally if the subsidy is granted. The claim of the miners to a national wages pool had been abandoned and a settlement had been reached which will insure peace for a long period through a system by which the workers share with the employers the profits of the industry and obtain a direct interest in productivity. The prime minister, Lloyd George, expressed the belief that this would be the largest example of profit-sharing in any country.

Domestic and Naval

By a vote of 330 to 4 the House has agreed to the Borah disarmament amendment to the naval appropriation bill.

The steamer William H. Doheny lost a propellor in a recent storm while off the Gulf coast. Wireless calls for assistance brought quick response.

Investigation by the Senate Naval Affairs Committee of alleged "Sovietism" in the American navy was proposed in a resolution introduced in the Senate by Senator La Follette, Republican, of Wisconsin.

California's Japanese population has been placed at 108,906, according to figures given by the State Board of Vital Statistics. This includes 38,000 more than was given in the Federal census figures.

Secretary of State Hughes has requested Governor Stephens of California to recognize, and instruct state officials to give official status to three consular officers of Mexico named to posts in California.

The American Shipping Board freight steamer "Mopang," from Constantinople for New York, struck a mine off Bourgas, in the Black Sea, and sank, according to advices received at London by Lloyd's. No lives were lost.

Twenty-nine vessels which entered Hamburg in June flew the Stars and Stripes. There were 612 ships, having an aggregate tonnage of 588,000, which made port in the month, and 710, having a tonnage of 651,000, departed.

Senator Frelinghuysen's bill to authorize the Interstate Commerce Commission to establish seasonal coal rates was recently defeated, the Senate voting 38 to 26 to recommit the measure.

The Shipping Board has decided to dispose of the government fleet of 287 wooden ships. Bids on the vessels, most of which are tied up in the James river, near Newport News, Va., will be invited and opened on July 30.

The railroad inquiry being conducted by the Senate Interstate Commerce Committee halted July 1. Chairman Cumming announced that hearings will be resumed in September, when representatives of employes will be heard.

United States Commissioner Staten has issued warrants for the arrest of thirteen men charged with having illegally drydocked the Shipping Board steamship "Lake Elkwood," in Rio de Janeiro, in 1919, and sold her cargo.

As a first step toward reduction of the regular army to the 150,000 maximum provided in the Army Appropriation Bill, Secretary Weeks has authorized the discharge by corps area and division commanders of all enlisted men who may apply for discharge during July without prejudice to their rights to travel pay.

All work stopped at the Mare Island navy yard July 1 because of the failure of Congress to pass the Naval Appropriation Bill. Nearly 8,100 employes were affected, and construction of the dreadnaughts "California" and "Montana" and a large amount of repair work was discontinued. The daily payroll at the yard is between $53,000 and $60,000. Had work continued, each employe would have had his salary reduced $240 a year anyhow, as a result of the abolition of the war-time bonus. The stoppage is considered only temporary.

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JUNE 30th, 1921

Assets	$71,383,431.14
Deposits	67,792,431.14
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,591,000.00
Employees' Pension Fund	357,157.35

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Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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INFORMATION WANTED

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Mrs. Roland McDavid, 932 East Strong street, Pensacola, Fla., is anxious to ascertain the whereabouts of her son, Roland McDavid, age 17, height, five feet, eight inches, heavy built, dark-red curly hair; believed to have left Baltimore for Texas, February 2, last. 6-29-21

Anyone knowing the whereabouts of Joseph Bert Riese, a native of Cleveland, Ohio, last heard of December 1, 1919, in Savannah, Ga., when he shipped on the SS. "West Apaim," please communicate with his mother, Mrs. Joseph Riese, 4120 Bailey avenue, Cleveland, O. 6-29-21

In writing to me about your claim for salving a vessel, do not forget to state what wages you were getting. S. T. Hogevoll, Sixth Floor, Pacific Building, San Francisco.

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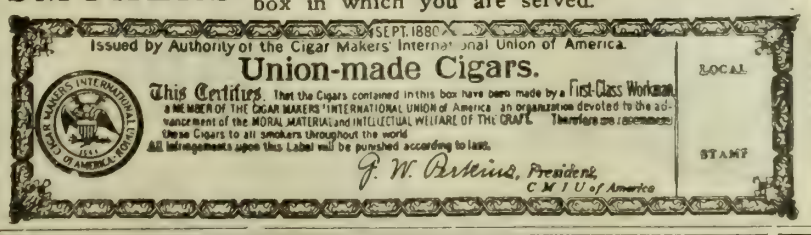

News from Abroad

Capetown South Africa, reports that influenza is sweeping the eastern provinces of the Cape with thousands of persons sick.

Sydney (Australia) reports the coasting steamer "Fitzroy" has foundered off Cape Hawkey. Only three of thirty persons aboard are known to have survived.

Italy has decided to adhere to the Anglo-French note to Greece suggesting allied mediation for peace between Greece and Turkey, according to a dispatch from Rome quoting an official statement issued by the Italian government.

The population of France, 36,084,206, according to the 1921 census, shows a decrease of nearly two and a half million compared with 1911.

A Peking message states that ratifications of the treaty between China and Germany, restoring a state of peace, were exchanged July 1.

The business of making a living by fighting seems to have undergone a decline in Mexico. This is indicated by the fact that 1200 soldiers, some of them retired and some in active service, have asked the Government for tracts of land for small farming.

Emphasizing its importance to American affairs in the Orient, the Department of Commerce announces that a treaty of commerce and amity had been signed by Germany and China. As a result, it is stated, the open door in China has been widened for Germany and narrowed for other countries, particularly the United States.

An epidemic of suicide and suicidal attempts has broken out in Berlin. There is a general average of two suicides a day in Greater Berlin. With the coming of spring and cherry sunshine it would seem that the desire to live and enjoy life would be on the increase. This, in Berlin, has proved the contrary. The high water mark of eight suicides in one day has been reached.

Determined efforts are being made by the British home office to get at the bottom of Bolshevik propaganda in that country. Reports have been received of dangerous activities of the Bolsheviki in London and Scotland. Raids have been carried out by Scotland Yard detectives on alleged Bolshevik meeting places and sensational discoveries have been made. While searching one building the detectives found a small casket containing ashes, which are declared to be those of Rosa Luxemburg ("Red Rosa"), the German Socialist who was killed in 1919 about the same time as Karl Liebknecht, the Communist agitator.

Recent dispatches from Rome state that the volcano of Stromboli, situated on the island of the same name, off the northern coast of Sicily, has burst into activity. The eruption began with a violent explosion which was heard far from the island, and the people are abandoning their homes and fleeing to Sicily. Stromboli is a volcano remarkable for its activity, having been in eruption for the better part of the last 2000 years. The two most violent outbreaks in recent years occurred in 1907 and in 1915. The activity of the volcano in 1907 was considered by some observers as a precursor of the great seismic convulsion which virtually destroyed Messina the next year. In normal times the population of the island is approximately 2000.

With the Wits

Druggist—How is that cough medicine holding out?

Slimson—I've got enough for a couple more dinner parties.—Life.

The bluebird may bring happiness, my friends, but the stork brings a $200 income tax exemption.—St. Thomas (Ont.) Times-Journal.

The French Porter (in Paris)—He gave me 50 francs.

The French Maid—Ah! Then he is an American, no doubt!

"He couldn't have been; he was sober."—Life.

Magistrate—Now, what have you to say?

Prisoner—I've a good deal to say, Guvnor, if you'll give me time to say it.

Magistrate—Certainly; six months. London Cheerio.

"I hope you are not afraid of microbes," apologized the paying teller as he cashed the school teacher's check with soiled currency. "Don't worry," said the young lady. "A microbe couldn't live on my salary."

Employe—I don't like your methods of doing business, Mr. Grafton. I resign.

"Practical" Business Man (sneeringly)—You're a holier-than-thou guy, eh?

Employe—No; merely a square peg in a crooked hole.—Puck.

Retired Auctioneer—"And what can you give my daughter?"

Prospective Son-in-Law—"A thousand a year, a car, a country-house—"

Retired Auctioneer— (absent-mindedly)—"Sold!"—The Passing Show (London).

"Before I take the room," said Mr. Bibbles' prospective lodger, "I'd like to ask you a question."

"What is it?"

"Would you—er—object if I did a little home brewing in your kitchen?"

"No," said Mr. Bibbles, as a gleam of interest came into his eyes. "Not if you are good at it."—Birmingham Age-Herald.

"Good morning, sir," said the landlord to the new tenant. "Just called to see if it would be convenient to pay your month's rent."

"Do you know, landlord, that none of the doors in this house will shut?"

"New house, new house; you know it takes time for it to settle."

"Ah, then, there's a pair of us. I'm a new tenant; it takes time for me to settle, too. Good morning. Call again."

Pat O'Dowd met Mike Casey coming out of the local Police Court.

"Oi had a most iligant toime on Tuesday, O'Dowd sure, 'twas the toime av me loife!"

"Indeed, Casey, and how was that?"

"Why, Oi was at the Blue Pig and divil a thing do I remember after about 7.30."

"But if ye can't remember anything like, how do you know that ye had such an iligant toime?"

"How do I know?" repeated Casey. "Well, Oi've just overheard a dirthy policeman telling the magistrate all about it!"

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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ON THE CAPITOL'S DOORMAT

Big Business Endangers the Sovereignty of American Citizens

Washington has never been jammed to the extent that it now is with representatives of special economic groups. Usually these groups are represented by men of extraordinary ability, for they draw to the top of their enterprises the best talents available; more and more, in fact, they come to monopolize these talents, with the result that the caliber of legislators is without question by comparison on the decline.

Public bodies and national social agencies that have been in the habit of watching the legislative progress are forced to take cognizance of the change that is taking place; for it affects not only commercial and financial questions that may seem remote from the various fields of civic endeavor but also creates an atmosphere inimical to the consideration of any measures from the standpoint of the general public good alone.

And what has produced this change? Why are specific economic interests more powerful in Washington—and, for the matter of that, in the State capitals also—than they were, say, during the Roosevelt or the Taft administration? The answer is to be found in the extraordinary growth of trade associations. The trade association is today what the corporation and the trust were less than a generation ago, a national problem that threatens the sovereignty of the individual American citizen. It is the inevitable consolidation—these past years have been of the consolidating kind—of trade groups. Small entities, partnership and the like were, a generation ago and during the ensuing years, gathered together in corporation or trusts in order to do collectively what each unit could not do singly. Now corporations and trusts are uniting, in the trade association, to do collectively what each singly cannot do so well and to dominate, even control, legislation and parties, and to prolong evasion of laws intended to restrain abuses in trade.

There are literally thousands of trade associations in America. They have a large area of usefulness—some are deemed invaluable by Government officials, as clearing houses of information for example. Others now stand indicted in Federal Courts for trust practices in restraining trade; for example, the Portland Cement Association, which includes all the manufacturers of Portland cement in the United States and Canada, is alleged to control, everywhere, supplies of cement and is said to have increased its cost from about 50 cents a barrel to about $4.50. But the larger threat is political rather than economic—it may be that the great struggle of the next one hundred years will be whether democracy or aggregations of economic groups are to dominate and control America.

Certainly it is in no small part due to such associations that our Government becomes more and more a government of "impression." Though, as Walter Bagehot insisted, public opinion in a democracy is the opinion of the average man—an individual with a considerate heart, with figures in his mind and his own affairs to attend to—an individual average man steadily comes to have less and less influence on the ponderous machine of our Government. Inevitably, perhaps, with the vast increase of our numbers! Nevertheless, the fact remains that public opinion—and legislation—is dominated now by groups. More and more the individual is lost among these groups. If, in fact, for the moment you consider all groups in the category of associations of various kinds, you can with goodly accuracy conclude, if you know Washington, that nearly all legislation and many of the influences affecting administrative policies, are activated by associations.

In other words, except at election time the individual counts less than ever before in the history of America. But a hundred thousand individuals represented by one in Washington, count much. One individual manufacturer, for instance, can seldom make his representation count if, say, he is overstocked with a commodity like condensed milk and prays for relief; but a hundred thousand, were there that many such manufacturers, representing themselves through one in Washington, could make their impress felt. The need of such representation was manifest during the war. Then, with manufacturers and other business men eager to do their bit and on the other hand the Government anxious for their aid, the Government found itself without organization means to deal with large numbers of individuals or with large groups of them. Accordingly, it urged individuals to form themselves into trade associations with which it might adequately and promptly co-operate in matters relating to the accumulation, increase and purchase of necessary commodities, and in other ways. Proof of the activities of large organized groups—associations of many kinds, for there is an association organized in these days to do almost everything—exists in the records of any one of the two hundred or so committees on Capitol Hill. Indeed, so obvious are they as to prompt some persons to exclaim that such political influence by economic groups bears the essential character of Soviet control.

This thought takes one back to the corporation and the trust of earlier days, and to the Nation's attempts by law to control those causing alarm or economic discomfiture. Clearlp, the alarm we then felt has been diminished—now substantially all business is done by corporations. The exercise of law has had a quieting influence on the alarm we felt anent trusts. Nevertheless, the writer has had the judgment of officials high in the execution of the law to the effect that the Sherman Anti-Trust law never has worked and never will work with satisfactory effectiveness.

How, then, is the control of trade associations to be attempted, since some of them, demonstrably, have exercised far more extensive and discomfiting activities than trusts have exercised for many a day? A discrimination is at once in order: Trusts and corporations usually are private affairs. Governmental agencies, therefore, think twice before they enter into co-operation with them. But some of the trade associations are so comprehensive and some have performed for the Government functions so invaluable to the common welfare that they have, even now, a kind of official status, with the result that Federal agencies have long felt free to co-operate with them and, in fact, often deem them to be more or less indispensable. In its promotive and educational work the Department of Agriculture, for instance, would be hard put to do without them. Likewise, the Bureau of Foreign and Domestic Commerce, in the Department of Commerce.

England recognizes—traditionally has recognized—the need for such closer inter-relation between Government and business, with the result that she has passed fewer laws regulative of business in a century than we have passed since the advent of the Sherman Anti-Trust law in 1890. England, in other words, gives credence and place to clearing houses and rallying points of effort much like our trade associations. Her extensive set-up of boards of trade and other similar intermediaries is and long has been a profound and invaluable factor in her national life and commercial expansion. But in England these organizations have been successful, and business has been conducted without interference from Government, largely because her Government gives these organizations a quasi-official authority by appointing to serve with them representatives of the Government. And in other European countries, except those like Italy where the tradition is that the Government shall exercise intimate and paternal protection of customers and counters—with the result that customers have not the instinctive acumen and shrewdness of the Britisher—more or less the same plan of inter-relating business and Government exists.

In America the public still thinks itself, business and Government as at the corners of an equilateral triangle, each, in a sense, at an equal distance from the others. It may be, then, that the time is here when, at once to attain our own better national ends and also to keep in line with the demand of business for less governmental interference in, as distinguished from co-operation with, business, a new approach is now in order. For, clearly, the alternatives are apparent: Either the Government must go on interfering, as the phrase is, with business, in a more or less futile and destructive attempt at controlling certain phases of business; or readjustment of our concept of the inter-relation between Government and business is imperative, and that readjustment directs attention, necessarily, to the trade association. That association exercises powers essentially governmental: It fixes the prices of many public necessities. It controls transportation. Thus while the public increasingly realizes that it has lost out in its wartime chance with the railroads, it is of interest to note that one of the joint authors of the Esch-Cummins bill states that his committee was presented with a memorial favoring the bill signed by persons representing capital of $19,000,000,000, and was made to feel other pressure from all sides. In finance its power is unlimited.

Today, then, in the national capital, the trade associations are lacking in any responsibility to

(Continued on page 7)

FATE AND IDEALS

(By J. P. Hayes)

"Here comes Joe now, ma," said Miss Nellie Cornell, suddenly drawing herself in from the second-story window to make the announcement. "He's with that horrid Tom Givens."

"I don't believe he looks for a job at all," she added, leaning a good two-thirds outside the window where she had been hanging, more or less perilously, for the last twenty minutes.

"For goodness sake, Nellie, don't fall out of the window," gasped Mrs. Cornell. "He will have a job in the morning," she declared grimly, as Miss Cornell recovered her balance. "My, you gave me a fright. I thought you were gone that time."

"I won't fall, ma. I like to lean away out; it's like being up in an airship," said Miss Cornell, who had never been up in one.

The Cornells lived in a two-roomed housekeeping apartment of a second-rate hotel in the Mission District of San Francisco. Mrs. Cornell and Nellie slept in the wall bed; Joe slept on the floor in the kitchen.

Mr. Cornell, a machinist, had been dead for two years. He had died suddenly, and left his widow and two children quite unprovided for.

Joe, who was then fifteen years of age, was working in the shipyard as a rivet-passer. There he became acquainted with sailors on the ships that came in for repairs, and got to know something about sailors' work and sailors' ways. Shortly after his father's death he joined the Seamen's Union and went to sea as an ordinary seaman.

He liked the honest, care-free sailors, and he liked the work much better than the monotonous passing of endless redhot rivets in the shipyard.

By dint of great economy the family had managed to get along on the money he earned, which had lately been augmented by the earnings of his sister. She was two years younger than Joe, and had but recently started to work in a factory making fruit baskets.

For two years Joe had worked contentedly on the big steamers, happy and proud; feeling not a little important to be the support of his mother and sister. Then came the lockout of the marine unions. Joe left the ship with the rest of the sailors at the order of the Seamen's Union, and had been out of work for the three weeks since the lockout commenced. He had tried to get work ashore; he had tried hard, but without success. Work was scarce and he was very young, seventeen. Besides, he had no experience in any other work than rivet-passing. Work in the shipyards, as everywhere else, was very slack. The newspapers said it was the readjustment period after the war, and that we were getting back to normalcy.

Meanwhile the U. S. Shipping Board and other shipowners were clamoring for sailors to go as strikebreakers. Large advertisements appeared daily in the newspapers, calling for sailors to go to work under strike conditions; special inducements and bonuses were offered. While Admiral Benson, chairman of the Shipping Board, made an unfair appeal to the patriotic spirit of the sailors, urging them to betray their union and their fellows; asking them to break the oath they took on initiation to be true to each other and to the Seamen's Union; invoking them in the name of the Stars and Stripes to come to the assistance of the country because the Shipping Board was losing money on account of the tieup which the Shipping Board itself had helped to bring about by forcing unbearable conditions upon the crews of its ships. What kind of loyalists did the good Admiral expect to answer his appeal? Did he expect that a man who betrays his fellows could be loyal to his country? No, Admiral! A traitor is a traitor; and a man who would betray his fellows or his union would be the first to betray his country.

All this advertising had no more effect on Joe than it had on any other union sailor. His father had been a union man, and Joe knew he had to play the game straight. Win or lose, be square, and stay away until they all agree to go back, was his only thought.

After he had been out of work for two weeks, his mother had pleaded with him to go back to work on the ships. But Joe was firm in refusing, and comforted her by saying he was sure to find a job in a few days. As the days passed and he still found no work, Mrs. Cornell's attitude changed from one of pleading into one of command; and every day Joe had begged for just one more day, saying he was sure to find a job in the morning. Until the evening when our story opens, Mrs. Cornell's patience had reached the limit, and she was determined that Joe should go to work on the morrow, strike or no strike. Moreover, she had, that very afternoon, telephoned in answer to the advertisement for strike-breakers, and promised to bring her son to the office in the morning, to be sent aboard a ship, tactfully omitting to mention that he himself was unwilling to go.

Joe entered the room slowly and gloomily, his hands in his pockets, his manner telling more plainly than words that his quest for work had been as unsuccessful as ever. "Gee, but I'm hungry," he remarked.

"Well, here's your supper, Joe," said Mrs. Cornell, taking the maccaroni from the oven, and bustling around to wait on him with more than usual cheerfulness.

"It's a wonder you would not take your cap off when you come in the house, young man," said his sister reprovingly. "You're getting the awfullest manners since you started going with that Tom Given, ain't he, ma?"

"Take his cap and hang it up for him," ordered her mother rather sharply. "Joe's tired, that's all." The young lady made a grimace and silently obeyed, feeling that the reproof was more than unmerited.

"Tom Givens is all right," said Joe, starting to eat. "He's a good union man, and he's a machinist, same as dad was."

"Joe," said Mrs. Cornell suddenly, "I phoned up that number at 417 Montgomery street and the nicest man answered the phone, and he said he's got a swell job for you on a big oil tanker, and you're to come down to the office at 8 o'clock in the morning and bring your things, and he's going to take you right in his own private car aboard the ship."

"Aw, ma, I can't. I can't be a scab, ma. I think I know where to get a job tomorrow, honest, ma," he said, lying in desperation.

"No," said his mother, "you've said that every day for the last five days. Besides, I promised him you would come in the morning. Don't you dare to disappoint him. He was awful kind and polite."

"Yes, they're always polite when they want you to scab," said the boy bitterly.

"Oh, I'm sure he was a very nice man, a perfect gentleman. He said he was going to get you the best job in the ship that he could, and he said if you're the right kind of a boy and work for his company, they'll make you a captain in a few years."

"Aw, go on, ma. That guy was stringing you. That's all bull! It takes years and years to make a captain, and they got to know navigation and everything."

"Well, now, you'll see. When you speak to him in the morning you'll believe him."

"Ma, I can't go. All my friends are union men and they won't look at me any more if I go and scab."

"Friends won't keep you. We've got to live and we've got to have clothes, and Nellie's $10 a week won't even buy us food and pay the rent. You have got to take this job. Anyway, you will make new friends on the ship."

"They're only bums out of the jails and University students from Berkeley going on the ships now, ma. Honest, that's what they do. They go to the crooks that's got two or three months in jail, and let 'em out right away if they will go and scab on a ship. Same as they let 'em out to go in the army in the war. They say the Shipping Board is doing that for the good of the country. You don't want me to make friends with them crooks out of jail, do you, ma?"

"I'm sure I wish you would get to know some of the students from the Berkeley University. Some of them got all kinds of money. Be nice to them and invite some of them home. I want Nellie to meet some nice boys like that."

"Aw, them fellers ain't any good, ma! Why, we don't talk the same language. I know; I seen one or two try to work in the shipyard, but they only lasted one day. Besides, they would laugh at me because I ain't got no golf clubs to bring along. I heard about 'em in the Matson boats. They all take their golf clubs with 'em and they play golf on deck with the captain and the passengers, whenever they ain't seasick."

"All I know is," said Mrs. Cornell with an air of finality, "that you've got to earn some money, and you've got to take that job in the morning. I won't listen to no more excuses."

"Aw, ma, dad never scabbed. He used to hate a scab worse'n poison. I can't be a scab, ma."

"Yes, that's why we're poor," said Mrs. Cornell, flaming up with sudden heat. "Strikes kept us poor. If your father had the sense to go to work and never mind the strikes, and let the unions mind their own business, like other men do who got sense and education, we might have a home of our own now and he might be alive today. No wonder the University boys go and work when the others won't. They got the sense and education to see that strikes keep you poor."

"They go and scab because that's the

only chance they got to get a job. Nobody won't hire them unless it's for to break a strike. They can't work. I seen 'em try."

"That's enough, young man. You're going to take that job in the morning, and I'm going with you to see Mr. Douglas and see that you do take it."

Joe went to bed with a heavy heart that night and slept but little. He knew that his mother would have her way, and that he would go with her in the morning and become a scab and outcast among men, at least among all the men he had ever known. The sentence had been passed and he knew he must submit to it. It never occurred to him to run away; the family instinct was too strong in him to allow the thought to enter his head. He knew that his mother and sister could not get along without him, the chief breadwinner.

A few more feeble protests in the morning, and he accompanied his mother to the office on Montgomery street. An unshaven and shabbily dressed clerk met them in the hallway when they stepped from the elevator and introduced himself as Mr. Douglas, the gentleman who had spoken to Mrs. Cornell the previous day. As he conducted them to the office he explained that the car was ready, and the other men who were going to work on the ship were waiting in the office. On entering they saw five men standing in a cowering attitude, as if someone were about to deliver a blow on their backs. They were, without exception, ragged, dirty and unkempt, typical scabs of the unprofessional variety, looking like anything but sailors. They might well have been recruited from the source that Joe had explained the night before. They straightened up a little when they saw that there was only a woman and a boy, but none of them seemed capable of standing erect.

Joe's heart sank within him as his glance took them in, and his mother gave an involuntary gasp. Whatever she thought it did not change her determination to put Joe to work at all costs.

A few minutes later Joe was sitting in the rear seat of the automobile; they were not overcrowded because the down-and-outs had no baggage.

Joe was conscious of his mother standing on the sidewalk, waving her hand and smiling. She said something, but Joe did not hear; he was listening to the motor of the machine; it seemed to be saying: "Scab, scab, Joe Cornell, dirty scab." He glanced quickly up and down the street and was relieved to see none of his acquaintances, while the song of the motor reiterated through his brain: "Scab, scab, Joe Cornell, dirty scab." He wondered why they were so long in starting; it seemed they stood there all ready to go for ten minutes. In reality it was less than one. "Scab, scab, Joe Cornell, dirt— R-r-r-r." At last they were off.

As they turned into Market street they ran along by the side of a streetcar for a little way; it's wheels started up a new song in Joe's buzzing brain. "Scab," said the wheels, "scab Cornell, scab Cornell, scab Cornell." They passed the car, but its song lingered in Joe's brain until they overtook another whose wheels took up the same refrain.

Suddenly Joe realized they were nearing the waterfront. There were sailors down there; they would see him in the car with scabs, himself a scab. They would be saying: "Joe Cornell is a scab." No, not that! He must get out. He stood up and tried to shout to the driver to stop, but no sound came from his lips. He had but one thought. He must get out, at once. They were very near the 'front now. He stepped on the seat, crouched, and flung himself head foremost from the car.

He felt the shock as his body struck the asphalt; he had a momentary vision of a streetcar that seemed very, very high, bearing down upon him swiftly, another shock as it struck him, and then merciful darkness.

Joe awoke to consciousness in the hospital soon after he was taken from the operating table. His gaze first rested upon the white gown of the doctor who had operated upon him. At first he thought it was the peak of a snowcapped mountain a long way off, for his half-conscious gaze could only take in part of what his eyes rested on, and the blood stains on the gown gave the impression of canyons and bare places on the mountain side.

Soon the doctor moved, and, with the act, Joe's consciousness seemed to return fully. He raised himself a few inches in an effort to sit up, and immediately fell back on the pillow from pain and weakness. A second glance told him everything. He was in the hospital. At once he recalled his leap from the machine and the streetcar close upon him.

The doctor stepped close to his head and bent over him, while two nurses closed in, one on each side of the bed.

"How do you feel?" asked the doctor kindly.

Joe shook his head. "I feel awful sick," he answered in a weak voice.

"That's the gas," the doctor informed him. "We had to give you a little ether, you know, until we got you fixed up."

"Gee, and my leg is awful sore," said Joe, his mouth twitching with pain.

"Yes, your leg got hurt rather badly, my boy. No, don't try to reach it. I'll tell you. The streetcar took your left foot off just above the ankle. It's not so bad as it might have been. You might have been killed, you know," said the doctor in a hopeless but kindly attempt to console him.

But the thought that was uppermost in the boy's mind saved him from the despair the doctor had expected him to feel when he learned of the loss of his foot.

It seemed to the doctor that a look of relief came into the boy's face, and the doctor was further puzzled when Joe said: "I'm kind of glad it happened like that, doctor. They can't ask me to scab no more now. They don't hire no sailors with only one foot."

But the doctor did not understand. He exchanged glances with the nurse. "He isn't quite himself yet," he remarked in a low voice. "Still a little confused."

In the anteroom of the hospital Joe's mother sat, rocking herself to and fro, while her daughter, with an arm around her shoulders, tried to comfort her.

"God! Why did I do it?" "Why did I do it?" moaned the woman.

"Aw, ma, how was you to know? You thought it was all for the best," sobbed Nellie.

"Oh, I'll never forgive myself, never!" And the woman continued to rock herself back and forth. The tears fell glistening from her eyes, her grief redoubled as she listened to the stifled sobs of her daughter.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America, 355 North Clark Street, Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adeliade, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Langgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.
Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.
Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregaods em Camara, Rue dos Benedistinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

Pacific Coast Marine

Last week it was necessary for repairs to be made on the steamers "Alaska" and "Admiral Evans" upon their arrival at Portland.

A big log crib has broken up in the Straits of Juan de Fuca between Victoria and Point Wilson, Wash., and is in the track of shipping to and from Puget Sound.

The fuel steamer "Orion," which returned to the San Diego harbor because of boiler and machinery trouble, was bound for New York and Philadelphia.

Growing fears for the safety of the schooner "Forester," 598 tons, were dispelled with the vessel's arrival at San Francisco after a passage of 103 days from the South Sea Islands.

Boiler trouble delayed the Matson steamship "Lurline" on her last trip from the Hawaiian Islands. Storms and fog were given as additional reason for the delay of the passengers.

After being laid up at Bellingham since last January, the Pacific American fisheries steamer "Norwood" was towed to Seattle for repairs and general overhauling, after which she will be placed on the Alaska run to the company's fish packing plants.

The schooner "Zampa," which has been held up from time to time by a series of attachments, has sailed from San Francisco in command of Captain John Edwardson. On board was Judge Henry C. Cooper, Honolulu capitalist, who purchased the vessel when she was sold in the Hawaiian Islands recently.

After taking aboard stores and supplies following a successful voyage recently off shore for whales, the whaling tug "Port Sounders" has departed on another cruise. The whaler will cruise along the coast about two hundred miles off shore, between Point Reyes and San Diego. The catch will be taken to the base at Monterey.

While the steam schooner fleet is lying idle at San Francisco the shipping of British Columbia is getting the lumber away from Canadian mills. The Canadian Pacific Railroad's steamship "Princess Ena" is loading 800,000 feet of lumber at Vancouver for San Pedro and several vessels of the Dollar fleet are busy in that trade.

With the dispatch of the Alaska Steamship Company's steamer "Cordova" on July 25 from Columbia River to Hawaiian Islands, there will be inaugurated an independent steamship passenger and freight service from northern ports to the island. A sailing schedule of every thirty days will be made. Much lumber, offered at Columbia River ports for the islands, prompts the new venture.

Battered by gales off-shore, which tore away her companion ladders and smashed in her funnels and seas deluging her staterooms, the "Matsonia" of the Matson Navigation Company arrived at San Francisco last week. The vessel was many hours late. While about two miles from harbor her machinery broke down. Three Red Stack tugs responded to the vessel's call for assistance and towed her into port leaving the "Matsonia's" stay in port to fix the crew of the vessel was set upon by a gang of stevedores. Seven of the vessel patched up several members of the crew who were injured. The Berkeley Boys experienced an enjoyable vacation.

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INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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INFORMATION WANTED

Mrs. L. Greenberg, 31 Lambert street, Roxbury, Mass., is anxious to ascertain as to the whereabouts of Charles Kasak, a member of the Marine Firemen's Union of the Atlantic, last heard of in New York, October, 118. 6-22-21

Mrs. Margareth Watson is anxious to ascertain the whereabouts of her husband, John Watson, who left Seattle on board the S. S. "Jadden," and was then heard from in June, 1920, on board the S. S. "Quaker City," at Philadelphia. Anyone knowing his whereabouts, kindly communicate with his wife at 3420 Thirty-ninth avenue S. W., Seattle, Wash. 6-22-21

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va. 3-9-21

Father and mother of Nicolay C. Monsen, a native of Bergen, age 43, last heard from in San Francisco, are anxious to ascertain as to his whereabouts. Kindly communicate with Nicolay Monsen, Sjomandenes Aldershjem, Haugeveien, Bergen, Norway. 2-9-21

Anyone knowing the whereabouts of Robert J. Philpott will please notify his mother, Mrs. Philpott at 547 East Julian Street, Savannah, Ga. Philpott's father has died, and his mother is anxious to have him return. 4-20-21

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Injunctions Abused

A Newark, N. J., court of chancery refused to issue an injunction against two champion prizefighters on the ground that it has no jurisdiction over possible future violations of criminal law.

The Court held to the original purpose of the injunction writ—that it can not be issued where complainant has other remedies at law.

This same Court, however, overlooks injunction limitations when strikers are involved.

In the prizefighters' case, the Court was asked to stop a possible violation of criminal law. This was refused.

In the case of workers, the Court is asked to prohibit acts that are lawful if done by other groups of citizens or when no strike exists, and to even deny constitutional guarantees. The Court grants this request.

The New Jersey criminal code covers assault, intimidation, rioting, destruction of property—and prizefights.

When criminal law is violated, provision is made for the arrest of the offender, who is assumed to be innocent until proven guilty. He is permitted to face his accusers and is tried by a jury of his peers.

After centuries of experience this system has proven the most effective yet devised to protect the individual's rights.

In a labor dispute, however, the employer secures an injunction on any charge he sees fit to make. The wilder his claim the quicker he secures Court aid to break the strike. The order is issued on his statement and strikers are arrested when he informs the Court that the injunction is violated.

The Court orders the strikers' arrest and commands them to show cause why they should not be punished—they are assumed to be guilty until they prove their innocence with the Judge acting as law maker, law enforcer and law executioner.

The labor injunction upsets the theory that our Government is composed of three branches—legislative, executive, and judicial.

The injunction Judge is three in one, with no appeal from his edict.

The Newark incident is a vivid picture. It reveals in sharp colors the inequity of the labor injunction.

If that Judge enjoined these prizefighters on the ground that they contemplated violation of criminal law, his fellow injunction Judges would join in the hoots that would drive him from the bench.

Our "molders of public opinion" would be enraged at this usurpation of rights possessed by the lawmaking and executive branches of government.

But when trade unionists protest against this vicious process, that is only applied to them, and that has been invented by dollar guardians, they are charged with demanding exemption from law.

Little Girls Aid "Daddy"

Anti-union elements who ignore the spirit of organized labor could read with profit the report of Van A. Bittner, representative of the United Mine Workers, in charge of the recent Alabama coal strike.

The unionist reprints this letter from two little girls at Cordova:

"We two little girls had to quit school because we have no shoes. Mr. Bittner, our dear daddy, is a real union man, and mama and us wouldn't let him scab if we never got any shoes. We surely thank the union for what it has done for us. If you can do anything for us we will never forget it, and if you can't, we are in the strike to win, just the same."

"From the reading of this pathetic letter," says Bittner, "it can easily be seen why it was necessary to distribute shoes and clothing to the striking miners and their families."

Ninety-nine per cent of these miners live in company shacks that are declared a disgrace to civilization. When the miners were evicted, the union fought the case to the State Supreme Court, which decided against the workers. Then two thousand tents were purchased and tent colonies erected over night.

Over half a million pounds of provisions were distributed by the union among the fifty thousand men, women and children during the strike. The union distributed these provisions through one central agency at Birmingham to 107 points.

The union also cared for the sick and buried the dead.

"Any man who is a member of our great union," says Bittner, "can well be proud of the aid that was furnished the striking miners and their families in Alabama by the United Mine Workers of America. What other institution on earth can feed, clothe and house, as well as give necessary medical and hospital aid to fifty thousand men, women and children for seven months?"

Profiteers Escape

Max Danish, managing editor of Justice, official magazine of the International Ladies' Garment Workers' Union, has his "doots" about the success of a resolution by Congressman Beck, which calls upon the Secretary of the Treasury to publish the names of war profiteers.

"It does not require a great amount of sagacity to predict the fate of this resolution," writes the labor editor. "It will, very likely, never come up for discussion. Should it ever reach that stage, it will, of course, be overwhelmingly defeated on the ground of 'general public interest.' And should the impossible happen, and it is adopted, we can safely wager that no 'reputable' newspaper will take any particular pains to publish such a list, as it might include a goodly sprinkling of their advertisers, past, present, or future."

West Virginia's Need

What West Virginia needs is not a Fed-

(Continued on Page 11)

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(Continued on Page 11)

The Seamen's Journal

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES LABOR COUNCIL

WEDNESDAY, JULY 13, 1921.

GETTING TOGETHER

The old ship has experienced some rough usage recently, but the full crew are on deck full of fight.

After pursuing a policy of starving out for several months, the combined vessel operators locked out the seamen, and, with the Government, assaulted in force, firm in their belief that they could crush the spirit and wreck the unions of the seafarers. How extensive has been their miscalculation is already foreshadowed. The spirit of solidarity displayed by the men is inspiring; the harder the blows, the more determined they become.

With the feeling that they had brought the seamen to a condition of subjection, the steam schooner operators recently offered a sop which carried with it a demand for surrender of both human and constitutional rights. This new proposed agreement submitted to the union has been rejected by a vote that was almost unanimous.

The seamen do not intend to sell their principles or let matters rest with the workers always on the defensive; they are now engaged in strengthening up their lines for a strong counter-attack. We believe that an injury to one is the concern of all, no matter to which branch of the marine transport industry.

"It is an ill wind that blows nobody good," and the employers have taught the seamen, longshoremen and others engaged in marine transportation the error of their ways. They have revealed to us our defects and weakness, which lesson we do not intend shall be lost.

As a starter, the same meeting which rejected the owners' proposals adopted the following resolution:

Whereas, The Sailors' Union of the Pacific has followed a policy tending to separate seamen from the longshoremen, who are our closest co-workers ashore; and

Whereas, Such policy has been of great material aid to the employers, in their efforts to disrupt our unions and degrade our standards of living; and

Whereas, Necessity for a greater solidarity has been indelibly impressed upon the maritime workers by the recent lockout, and our state of unpreparedness to effectively meet the situation; therefore be it

Resolved, That the Sailors' Union of the Pacific, in regular meeting assembled, hereby declare for a policy of closer cooperation between the marine and transport workers and others; and be it further

Resolved, That a committee of five be elected for the purpose of placing before the other unions our desire for said greater solidarity, and said committee meet immediately with like representatives from the longshoremen and others for the purpose of perfecting thorough and effective organization.

The resolution was adopted by a unanimous roar from nearly twelve hundred throats. The committee was elected immediately and are now on the job.

The small committee provided for in the resolution is a mere detail; every man that was in the meeting will constitute himself a committee of one to make the movement a huge success. The spirit of solidarity is best cultivated by the workers themselves, and they are showing strong inclinations for that desired state of affairs. The marine and transport workers must be as well prepared to meet capitalistic aggressions in the United States as they are in other civilized countries.

CUNNING MANIPULATIONS

Those professional politicians who constitute the present governments of England, France and the United States are pursuing a policy which is sure to result in destruction to the happiness and welfare of their people. They are "making the Germans pay," but in what manner and at what cost to the workers of the most highly developed industrial nations?

Under taskmasters more exacting than those of the Pharaohs, the conquered are compelled to furnish the allotted number of bricks and to seek their own straw from barren fields.

The German workers must slave for long hours, seven days a week, at starvation wages, in order to meet the indemnities demanded. This situation is supposed to be for the advantage of the allied nations, and to some extent it is; but it is only for the few great capitalists of those nations. It is working to the disadvantage of the workers who are compelled to compete on an economic basis with the enslaved workers of Germany.

To those who care to use their perception, the whole damnable international scheme is manifest.

While the—innocent as well as guilty—population of Germany has been degraded to a condition of slavery, the Kaiser has been used as a stabilizer for the country during the process of operation. He has been placed at a distance which would act as a bait to those who desired to reestablish the imperialistic system; and the imperialists have been used as an instrument against that element of the population who might desire to reconstruct along democratic lines.

Any tendency to ally themselves with the free workers of Russia, or to revolt against unbearable conditions was easily counteracted by a slight easing up on the imperialists. The suffering workers, with memories of happier days, fell easy victims to schemes which are impossible of fulfilment.

By these methods the collapse of Germany has been averted while the system of industrial slavery was being established.

For the diplomats and exploiters it is a great game. Millions of workers in Central Europe have been enslaved under the popular cry of "making Germany pay," and the workers of the United States, as well as the other allied nations, are to be brought to the level of those of Central Europe by enforced competition on the industrial and commercial fields.

Already nearly all ship repair work that can be made in Germany at the lower cost is being done there, and our own shipyards, unable to compete, are suffering, while our markets are beginning to feel the influx of cheaply manufactured German goods.

Millions of unemployed in England; millions of unemployed in the United States; and severe unemployment conditions felt in other industrial nations is but a step in the scheme of despotic commercial interests to subjugate and degrade the toilers of the world.

THE SPIRIT OF MEN

Arthur Brisbane, the noted editorial writer, frequently strikes a responsive chord in the minds of his readers. The following, recently appearing in one of the Hearst publications, must appeal to seamen of the old school:

"Skov, Danish captain of a twenty-six-year-old sailing ship, ran into an iceberg. He turned his starboard side to the blow, that his masts might not be uprooted by a head-on collision. Ordinarily the big hole in the ship's side would have taken everybody to the bottom. But Skov has not sailed for nothing. He laid his ship broadside to the wind, the ship rolled over and the hole was lifted out of the water. There he filled up the hole with a casing of cement, sand and coal. For two days he sailed with the wind against his beam, keeping the cement out of the water to dry.

"He and crew are safe, and all he wrote in his log was:

"'Hit iceberg,' and 'Made two casings and stopped water.'

"That reminds you of Cromwell's literary style. It is not unlikely that the blood in Captain Skov got into Cromwell when men from Denmark landed on the English coast, long ago."

The spirit of the real seaman is revealed in a manner which inspires. It is that spirit which will not accept defeat, and can conform to or meet any emergency which makes the Sailors' Union of the Pacific one of the greatest organizations in the ranks of labor. The tendency to take happenings as a mere matter of course is also well ingrained in the membership and it is a characteristic of great worth.

In our hours of ease we are inclined to be affected by the small things of life; but when we meet adversity it is only the major matters which receive our attention. Therefore, we shall emerge from our present struggle with expanded vision.

ONE OF THE RESOURCES

The following from the Portland daily press is enlightening, inasmuch as it shows one of the methods employed in obtaining strikebreakers for vessels:

"Hubert M. Berry, 22, was arrested on a charge of assault with intent to rob after attacking Harry Vines, pawnbroker, with a nearbeer bottle on December 6, changed his plea of not guilty to guilty yesterday morning and was admitted to parole by Acting Presiding Circuit Judge Gatens. The condition of the parole was that Berry ship immediately on a long voyage as a seaman. Berry was committed to the State asylum as insane after his arrest, escaped, was arrested in San Francisco, was declared sane and returned to Multnomah county for trial."

Undoubtedly the conditions of the parole will be complied with, and the thug can ship in one of the Shipping Board or privately owned vessels going offshore. The fact that he had been committed to an asylum for the insane will be no deterrent. What a delightful shipmate he would make for some of our University vacationists?

UNION SHOP AND "SHOP UNION"

In a report of the Committee on Education to the A. F. of L. convention in Denver, the following was adopted by unanimous vote:

"A great cloud of deception has been raised and the public mind greatly befuddled through exploitation of the so-called shop union idea, in which the workers in a particular establishment are supposed to have a share in the direction of the affairs of that establishment, especially as regards the conditions and terms of their employment. The intrinsic weakness of such a plan is found in the fact that it restricts representation on shop committees or whatever form or method of expression is adapted to the employes of that particular shop or establishment, thus denying to them the benefit that will ensue from communication with others who are similarly situated and whose interests are common. The trades union movement is the best known agency for the expression of the desires and conservatism of the interests of the workers. Common employment breeds common habits of thought as well as of effort, and common interests must find common outlet, and this is not to be secured under conditions which set up between groups of workers the artificial barrier of what payroll their names appear upon. Collective bargaining and all the various activities for which a trade union properly is formed, and to the legitimate carrying out of which it devotes its existence, may only be given their full and beneficial application when the dealings between employer and employed rest on the full recognition of the trades union as the one proper and efficient instrument for the expression of the needs of its members. Democracy in industry can only be successfully founded on right relations between the workers and the managers, and these relations will not exist until the trades union is recognized as the basic unit and not the group as limited by the single shop or establishment."

AT OUR OWN TERMS

By J. P. H.

(In answer to a recent offer from the shipowners.)

They have driven the sailor from the sea;
A farmer in his stead
Sprawls over the wheel to the vessel's keel;
A student bungles the lead,
And a ragged tramp from jail set free
Keeps watch on the fo'csle head.

A vessel is leaving port tonight.
Of all her lubber crew
No man can steer till she be clear,
Nor keep her headed true,
And a grumpling mate the Golden Gate
Must steer the vessel through.

A farmer has taken my place at sea,
Though he knows not main from fore;
He knows not the keel from a wire reel,
Nor the word "abaft" from "before";
And never a lifeboat has he launched,
Nor placed his hand on an oar.

A student takes my trick at the helm,
Though he knows not "port" from "luff";
He knows not a chock from a leading-block,
Nor a moderate sea from a rough.
And he never has answered the words "give way,"
Nor the order of "way enough."

A hobo is standing my lookout watch,
Though he knows not red from green;
He knows not a brig from a schooner's rig,
Nor a ship from a barkentine;
And never a bottom-board has he trod,
Nor a rowlock has he seen.

A lubber has taken my place at sea;
I will take his place on the farm.
I will stack his hay. But they shall pay—
By the strength of my right arm!—
When for those of the road and for those of the school
The sea shall have lost its charm,
And the sailor again goes back to his ship
And the farmer back to his farm.

The M. E. B. A. of San Francisco merit commendation for the spirited and intelligent manner in which they met the aggressions of the shipowners. Confronted with a situation which savored of betrayal, these men continued the long struggle with the Sword of Damocles hanging over their heads. They conducted their fight in a manner which compels the respect of all who realize the position into which they were jockeyed.

The annual report of Secretary Morrison of the American Federation of Labor shows that during the past fiscal year there were 1635 strikes, involving 191,934 members of unions affiliated with the American Federation of Labor, and that $8,462,175.09 was expended to sustain members on strike during the past year.

The most powerful labor organization is that which in addition to the ability to "put up a fight" has the brains to put up a good argument in justification or prevention of the last resort.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., July 11, 1921.
Regular weekly meeting came to order at 7 p. m., J. Vance Thompson presiding. A proposal by the steam-schooner owners was voted upon by general vote of the Union.

ED ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED ROSENBERG,
Secretary pro tem.

Vancouver, B. C., July 5, 1921.
Situation satisfactory.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, July 5, 1921.
Situation satisfactory.
A. KLEMMSEN, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, July 5, 1921.
Situation satisfactory.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403

Aberdeen Agency, July 5, 1921.
Situation satisfactory.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, July 5, 1921.
Situation satisfactory.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, July 5, 1921.
Situation satisfactory.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, June 27, 1921.
Situation satisfactory.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., July 7, 1921.
Regular weekly meeting came to order at 7 p. m., Eugene Burke presiding. Secretary reported situation unchanged.

EUGENE STEIDLE,
Secretary.

86 Commercial Street. Phone Kearny 5955.

Seattle Agency, June 30, 1921.
Situation unchanged.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, June 30, 1921.
Situation unchanged.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street.

San Pedro Agency, June 30, 1921.
Situation unchanged.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Joseph N. Esch, No. 1021, a native of Minnesota, age 35. Died at Martinez, Calif., July 1, 1921.

George W. Howard, No. 2045, a native of England, age 36. Died at San Francisco, Calif., June 30, 1921.

ON THE CAPITAL'S DOORMAT

(Continued from page 1)

the Government and are indeed in uncertain measure beyond the authority of Government. Today, Congress and the State Legislatures inevitably have members more or less conscientiously subservient to trade associations, and few candidates dare take sides either way in our great industrial problems, while influence in the shape of terror or reward operates invisibly.

And tomorrow, lest a way be found to control them and make them share legitimately the responsibilities of Government, the power of the trade association inevitably will become unconscionable.—Donald Wilhelm, in the Survey.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

SEAMEN'S RIGHTS SUSTAINED

The following decision of the United States Circuit Court of Appeals is of more than ordinary interest, due to the fact that it is based upon unusual contentions.

The plaintiff was seriously crippled by the breaking up of the bones of one leg, which is permanently twisted and materially shorter than the other.

Suit was commenced in the United States District Court, Eastern District of Pennsylvania, July 11, 1917. Affidavit of defense was filed July 24, 1917. The action was brought on the common law side of the Court to recover for personal injuries sustained by plaintiff on January 31, 1917, while plaintiff was employed as deckhand and donkeyman on the barge "Wiconisco," operated by the Philadelphia and Reading Company (defendants).

Lewis C. Boehm, attorney for the Legal Aid Society at New York, where plaintiff had been placed in the United States Marine Hospital immediately after the accident, was attorney of record for the plaintiff, but before trial Silax B. Axtell, the undersigned attorney, had been duly substituted.

The contention of the claimant (defendant-in-error) was that the injury sustained by him was caused by the failure of the defendant (plaintiff-in-error) to provide proper appliances and fittings for the work claimant was engaged in at the time of injury.

United States Circuit Court of Appeals for the Third Circuit.

Philadelphia and Reading Railroad Company, Plaintiff-in-Error vs. Carl A. Berg, Defendant-in-Error. No. 2627. October Term, 1920.

In error to the District Court of the United States for the Eastern District of Pennsylvania. Before Buffington, Woolley and Davis, Circuit Judges.

Davis, Circuit Judge: This suit was brought by Carl A. Berg, plaintiff below, a seaman on the barge "Wiconisco," owned and operated by the Philadelphia and Reading Railway Company, to recover in a common law action damages for injuries received by him. The barge was lying in New York harbor. She had a donkey engine below her decks at the bow, over which was a steam winch being operated at the time of the accident to pull another barge alongside of her on the starboard side. The rope leading from the other barge came in at the starboard chock of the "Wiconisco" and passed through a 14-inch snatch-block to the starboard nigger head, around which it was wound. This snatch-block was of proper size and hooked in an eye-bolt attached to the deck 3 feet 10 inches from the starboard drum. The top of the eye-bolt when standing straight up was about 7½ inches high above the deck. In that position the hook of the block could easily enter the eye, but the eye-bolt was bent so far forward that only the end of the hook of the block could enter the eye-bolt. This caused a great strain on the hook, the tendency of which was to straighten it out and break it, and this is what happened when a heavy strain came upon it. When the hook broke, something, presumably the block, struck plaintiff's leg, producing compound fracture, "crushing and pulverizing both bones for a distance of about 3 inches, the approximate thickness of the block." The cause was tried to a jury, which returned a verdict for the plaintiff and the defendant sued out a writ of error, on which he is before this Court.

The several assignments of error raise the following questions:

1. The plaintiff failed to prove the cause of action alleged in his statement.

It is a fundamental principle of universal application, both in law and equity, that the proofs must correspond with the allegations. The purpose of the rule is that the opposite party may be fairly apprised of the specific nature of the questions involved in the issue so that he will not be misled and be surprised at the trial. Jones v. Marchand, 60 U. S. 1 How. 165; Nash v. Towne, 72 U. S. 689, 698. Did the statement in this case comply with that requirement? The plaintiff alleged in the "sixth" paragraph of the statement that his injuries were received as a result of the negligence of the defendant "in failing to provide a block and tackle and the attachments and fittings thereof for use on the donkey-engine of a sufficient size, adequate strength and qualify for the uses and purposes to which it was necessarily put, and in that no suitable tackle was provided by the said defendant, its agents, servants and employees for the carrying on of the work required of this plaintiff on board the said barge." The specific defect in the barge or its equipment which, the evidence tends to show, caused the injury complained of was an eye-bolt, which was so bent over that the hook of the block could not enter it so as to be seated and rest in its normal position. The end only of the hook could enter the eye, and as a consequence when power was applied an unusual leverage and strain was exerted upon the neck or curve of the hook. The defendant contends that the allegations in the statement charging negligence were not sufficiently definite to apprise it of what it had to meet, and accordingly it moved for a non-suit on this ground, among others. The Court overruled the motion and on motion for a new trial said: "I think the eye-bolt, without which the block and tackle used on the donkey-engine could not have been employed in hauling the other barge, is included within the 'attachments and fittings,' and that the evidence that the eye-bolt was so bent as not to permit the seating of the hook to its position was sufficiently set out in the allegation of lack of sufficient size and quality." If the eye-bolt is included within the "attachments and fittings," the question arises, of what are they "attachments and fittings"? What is the antecedent of the word "thereof"? The defendant says that "the allegation in the statement of claim would seem to refer to the failure to furnish proper appliance in the form of a hook, block and tackle." That is, the defendant is charged with failing to provide proper "attachments and fittings" for the block and tackle. The plaintiff contends that the eye-bolt is part of the ship, but is included in the equipment that goes with the winch. Grammatically the antecedent of the word "thereof" is "block and tackle." In other words, plaintiff charges that defendant failed to provide a block and tackle having attachments and fittings for use on the donkey-engine, etc. Neither the block and tackle nor the attachments, supposed to include the eye-bolt, as we understand it, were used literally "on the donkey-engine," but in connection with it "for the uses and purposes to which it was necessarily put." If this allegation of negligence stood alone, it must be admitted that it is vague and indefinite. But there is a second charge of negligence, which is separate and distinct from the first and additional to it. It is separated from the first by a comma and the conjunction "and," which is followed by the phrase "in that," whose function is to designate the particular additional negligence charged, which is, that "no suitable tackle was provided by the said defendant * * * * for carrying on the work required of this plaintiff on board the said barge." "Tackle" here is broader than as used in the first allegation and includes any and all of the equipment or outfit used by the plaintiff in carrying on his work at the time of the accident on the barge. Tackle is defined by the Standard Dictionary as "a mechanism of ropes, pulley-blocks, hooks, etc., for raising and lowering heavy weights"; "The instruments collectively for carrying on any specific work or undertaking; gear; hooks; outfit; equipment." It is defined by the Century Dictionary and Cyclopedia as "a mechanism or apparatus in general for applying the power of purchase in manipulation, shifting, raising or lowering objects or materials; the windlass and its appurtenances, as used for hoisting ore from small depths; equipment or gear in general; a combination of appliances." Hawkins' Mechanical Dictionary defines tackle as "the instruments, taken as a whole, for carrying on a work; tools; outfit; equipment."

Tackle, as used here, including the eye-bolt as a part of the equipment used by defendant in carrying on the work of drawing the other barge alongside the "Wiconisco" at the time of the injury to the plaintiff, and as the defendant had in its possession the hook, eye bolt and barge and in its employ the associates of the plaintiff engaged in the work with him, and thus doubtless knew or had the means of knowing the nature of the accident it was called upon to defend, we feel that, while the statement as such was not a model to be followed and was poor pleading, yet the defendant knew what it had to meet and was not surprised at the trial, and if it was not, the learned trial Judge properly refused to direct a verdict. Nash v. Towne, supra; Washington, etc., R. Co. v. Hickey, 166 U. S. 521. Furthermore, if the defendant did not know what particular piece or part of the tackle, then and there used in the work, was meant, it could have ascertained it by a bill of particulars.

2. The plaintiff was guilty of contributory negligence and could not recover.

The questions of whether or not the eye-bolt was defective, and if it was whether or not that defect caused the hook to break which resulted in the plaintiff's injury, as well as the question of contributory negligence of the plaintiff, were submitted to the jury. The defendant contends that there was no testimony from which the jury could draw the conclusion that the condition of the eye-bolt could have caused the hook to break, and that even if the eye-bolt was bent over so that only the end of the hook could enter it, and the hook was not seated in its normal position in the eye, the testimony does not justify the conclusion that the hook would have broken more easily in that position than if it had entered the eye fully and properly to its normal position.

This contention does not take into consideration the "real evidence" in the case. The jury had before it the hook and the testimony as to how it was fastened in the eye-bolt and could readily draw its own conclusion. In addition to the usual methods of establishing facts by direct or positive evidence and circumstantial evidence, there is that of "self-perception or self-observation." We have three classes of evidence: 1. Direct or testimonial evidence; 2. Indirect, or circumstantial evidence; 3. Autopic preference, or real evidence. Greenleaf on Evidence, Sixteenth Edition, Vol. 1, section 13a; Wigmore on Evidence, section 1150 et seq. "In a great measure proof of this means (autopic preference or real evidence) may be more potent than by any other evidence." The Modern Law of Evidence by Chamberlayne, section 3588: "Inspection is like admission in that while not testimony, it is an instrument for dispensing with testimony, and in a doubtful case, the class of testimony it dispenses with might be a controlling circumstance." Gaunt v. State, 50 N. J. L. 490, 495. The jury had the hook and the eye-bolt before it and, being composed of men of common sense and experience, could determine for itself whether or not it was broken because it could not fully and properly enter the eye. It was thus not wholly dependent upon what was said about the hook and eye-bolt.

3. The court was without jurisdiction to try this case on its law side.

Plaintiff here is seeking to enforce a maritime right by means of a common law remedy in the United States District Court. Can a United States District Court take jurisdiction on its law side of a cause of action within its admiralty jurisdiction? This principle of law arises out of the Constitution and the laws of the United States. Article 3 of the Constitution of the United States provides in section 1, that "The Judicial power of the United States shall be vested in one Supreme Court, and in such inferior courts as the Congress may from time to time ordain and establish." It provides in section 2 that, "The Judicial power shall extend * * * to all cases, of admiralty and maritime jurisdiction." Article 1, section 8, confers upon Congress the power "to make all laws which may be necessary and proper for carrying into execution the foregoing powers, and all other powers vested by this Constitution in the Government of the United States, or in any department or officer thereof."

In furtherance of these constitutional powers, the Congress by section 9 of the Judiciary Act of 1789 (1 Stat. 76, 77), and continued by sections 24 and 256 of the Judicial Code, gave the District Courts of the United States "exclusive original jurisdiction of all civil causes of admiralty and maritime jurisdictions, saving to suitors in all cases the right of a common law remedy, where the common law is competent to give it." In giving exclusive original cognizance of all civil causes of admiralty, the Congress at the same time and by the same law saved the right of a common law remedy, where the common law is competent to give it. Whether the action is tried at common law or in admiralty, the liability of the defendant is measured by the maritime law and not by the common law. Southern Pacific Railroad v. Jensen, 244 U. S. 205; Chelentis v. Luckenback S. S. Company, 247 U. S. 372, and Knickerbocker Ice Co. v. Stewart, U. S.

Whether a suitor has a common law remedy on the law side of the District Court in an admiralty action depends upon the meaning of the words "Common law remedy." The defendant contends that as there is no common law jurisdiction in the Federal District Court, that Court is not competent to give a common law remedy and, therefore, the only remedy in admiralty cognizable by the District Court is on its admiralty side. While it is true that all remedies of the District Court are statutory, it is equally true that its original jurisdiction extends to "all suits of a civil nature at common law or in equity" brought by certain parties and for certain amounts, showing that while its jurisdiction is statutory it extends by express provision of statute to matters at common law and in equity. While its jurisdiction embraces causes of admiralty there is saved to suitors

the right of a common law remedy where the common law is competent to give it. The plaintiff is seeking to enforce his maritime right not in a common law Court, but in a Court without common law jurisdiction, by means of a common law remedy. The common law remedy which the District Court affords is that of trial by jury, and such a remedy is saved to him by the clause conferring on the District Court exclusive admiralty jurisdiction. Section 256 Judicial Code. In the Chelentis case, supra, the Supreme Court said, in drawing the distinction between rights and damages:

> Plainly, we think, under the saving clause a right sanctioned by the maritime law may be enforced through any appropriate remedy recognized at common law.

A remedy recognized at common law competent to be given by the District Court on its law side is an action tryable to a jury for damages measured by the rules of admiralty.

The cause of action before us arising in admiralty was a tort, and of such torts the District Court on its admiralty side has jurisdiction. With reference to such torts, the law saves to suitors the right of a common law remedy when the common law is competent to give it. The common law remedy in tort is saved to suitors in the District Court when the jurisdictional requisite or citizenship and amount are present. They are present in this case, and the law allows the plaintiff to elect which remedy he will pursue, and he has elected to pursue his common law remedy for damages in tort measured by the rules applicable to admiralty cases. The Supreme Court of the United States has not passed upon this specific question, but the right to try on the law side of the District Court a cause arising in admiralty has been recognized in the Circuit Court of Appeals for the Second Circuit, Erickon v. Roebling's Sons Co., 261 Fed. 966; Hanrahan v. Pacific Transport Co., 261 Fed. 951; Storgard v. France and Canada S. S. Corporation, 263 Fed. 545.

We do not find error in this case and, therefore, the judgment of the District Court will be

AFFIRMED.

Woolley, Circuit Judge, dissenting. Being impressed with the office of pleadings in actions at law, I am constrained to dissent on the ground that (as I read the record) the plaintiff declared on one cause of action, and over objections seasonably made, was allowed to recover on another cause of action.

I concur on the jurisdictional question.

LOCKOUT ITEMS

It is now two months and a half since the various maritime unions were locked out, and it is interesting to follow up each little incident and to answer the question: what has been gained so far? Is there any relief in view to stimulate the present traffic congestion? Apparently not. That either side has gained anything is questionable. The shipowners are having the hardest time to fill their ships with non-union and incompetent crews, and whatever element they do get to work in their boats is of such poor quality that one might come to the conclusion that the shipowners will soon get tired of having their vessels deteriorate under inefficient handling.

. Nor is it to be wondered at, for after all, one cannot become a sailor overnight. The greatest dread of the average person on shore concerning a sea voyage is the seasickness, which many people see fit to consider worse yet than the flu? Seasickness will turn a physically strong man into a helpless baby. It is, therefore, easy to realize what condition vessels are in that are now daily leaving port, not having a single man on board fit to stand on his legs. The protection these men are able to give to passengers is nominal, since they themselves are in need of help to walk along the deck. In consequence of the poor quality of crews manning the few vessels that leave port, there is great clamor and complaint among passengers who are thus suffering the poorest service ever rendered. The steamship companies are thus building up a reputation which, no doubt, will be felt long after this present strike is settled.

So much for the coastwise passenger service. On vessels that leave for offshore trade, other difficulties are to be observed. We find announcements in our daily press about regular departures of freight vessels, making the public believe that the shipowners are not in the least concerned with the present lockout of the maritime unions. Yet a little enlightenment will, doubtless, help to change their view.

In the first place, the number of vessels are not as numerous as claimed. Second, having the same difficulties in handling the ship, due to inefficiency of the crews, the trips cannot be considered successful until the vessel has loaded cargo, made the trip to the respective port of destination, discharged the cargo, taken another load of freight and returned to the home port. The number of ships that have so far successfully gone through these stages of routine work are very few. Vessels that have left for European, South American and Australian ports are arriving there all right, but are being put to delays, due to the class conscientious workers in above named ports being unwilling to work on a ship loaded and manned by non-union crews. Considering these above-named facts, one is easily inclined to regard the shipowners' statements that shipping is normal as fairy tales.

Arises then the question: have the combined unions gained anything; are they standing firm or are they weakening. In order to answer that question one is forced to study the economic standing of the unions concerned in their respective relationship towards industry. There is an understanding among labor leaders and make up for this loss, but that a strike whether successfully accomplished or not, is a loss to the worker, as he is not only earning nothing while striking, but is spending his savings and running in debt and will again have to work so much to make up for this loss, gut that a strike, lasting a month or longer, is a dead failure.

This statement may or may not be correct when applied to men working on shore, having a house and a home with a family to support; but the same argument can not be used in dealing with men who follow the sea. I shall try to substantiate this fact. Seamen, taken as a whole, are a race of men living in their own surroundings while on board of a ship. Every day they are called upon to do their hard work, spending their spare time in quarters that are more primitive than the cheapest lodging house on shore, receiving foodstuff that was never meant to make a sissy out of anybody, thus getting good training for privation. When he makes port he proves himself a good spender, as long as the money lasts, taking it for granted that in a few days he will be broke and will then have to get along as well as he can. Having, in most cases, no responsible dependents, this task is easily accomplished. He has proven himself a good spender and is now game enough to take the consequences. Money was made for him to spend, nothing else worrying him. If he has a big payday he will spend big money; if otherwise, he will spend as much as he has. Poverty does not bother. It is pretty safe to assert that if he works nine months in a year he will spend nine months' wages; if he works six months he will spend six months' wages. Therefore proving that he is not depending on any specified working time, not needing a 365 days' pay in a year, since he never spends more than he earns. With the above made argument, I am trying to prove that this present lockout is not worrying him seriously, the only difference is that he is not spending the money which he would be earning if times were normal.

To advance such an argument one is inclined to say: Oh, well, if those sailors do not know the value of money why pay them big wages? But in justification I must say that the above made standpoint is not exactly to their liking; such conditions were brought about by the old-time shipping and crimping system, never giving a seaman a chance to be somebody. Today, with the great wave of emancipation in progress, these men realize that they also are entitled to a little comfort and pleasure in this life, to have a right to happiness and cheer, to have a house and home and a family to care for, to have a place when he makes port, after having done his hard duties at sea, to rest himself among loved ones who will take interest in him, which will then naturally keep him away from the usual haunts so that he will not fall prey to crimps and harpies that are always ready to take his hard-earned money away from him.

We, therefore, find that his present struggle to retain fair wages and working conditions is well intentioned to establish himself as a free worker and to the right to live a life as he by nature is entitled to live; also that the very hardships to which he is continually subject have fitted the sailor to suffer longer the pressure of aggression from those who would starve him with submission.

F. HARMS.

NORTH DAKOTA LAWS

The people of North Dakota, who have displayed a tendency towards advancement, have thrown an awful scare into big business by their penchant for constructive legislation. The following has particularly aroused the wrath of the vested interests:

The industrial program, consisting of a central State bank, a terminal elevator and mill, the building of homes on long-time payments at cost and cheaper rural credits.

State hail insurance at cost.

State Bonding of public officials.

State income tax law.

State Department of Immigration.

State guarantee of bank deposits.

A compensation law for industrial workers.

The best mine inspection law in the country.

Full train crew law and protection of railroad workers.

An anti-injunction law to protect labor.

An eight-hour day and minimum wage law for women.

A rigid child labor law.

Labor is a necessity to human existence; being such, it is obvious that under natural conditions it should be a pleasure, not a penance.

Reformers generally would succeed better if they were to give less attention to the effects of the strike and more to the causes thereof.

SONG OF THE WAGE SLAVE

When the long, long day is over, and the
Big Boss gives me my pay,
I hope that it won't be hell-fire, as some
of the parsons say;
And I hope that it won't be heaven, with
some of the parsons I've met.
All I want is just quiet, just to rest and
forget.
Look at my face, toil-furrowed; look at
my calloused hands.
Master, I've done Thy bidding; wrought
in Thy many lands—
Wrought for the little masters, big-bellied
they be, and rich.
I've done their desire for a daily hire, and
I die like a dog in a ditch—
I, the primitive toiler, half-naked and
grimed to the eyes,
Sweating it deep in their ditches, swining
it stark in their styes;
Hurling down forests before me,
spanning tumultuous streams;
Down in the ditch building o'er me palaces
fairer than dreams;
Boring the rock to the ore-bed, driving the
road through the fen,
Resolute, dumb, uncomplaining, a man in
a world of men.
Master, I've filled my contract, wrought in
Thy many lands;
Not by my sins will Thou judge me, but
by the work of my hands.
Master, I've done Thy bidding, and the
light is low in the west,
And the long, long shift is over. Master,
I've earned it—Rest.

—Robert W. Service.

FARMERS' FIGHT VINDICATED

During the fall and winter of 1919, and January and February of 1920, the Farmers' National Council conducted a continuous nation-wide campaign against the Cummins-Esch law and in favor of the two-year extension of government operation of the railroads. It was vigorously attacked and denounced by reactionary farm leaders for so doing, but showed that an overwhelming majority of the real farmers of America favored the two-year extension. In January, 1920, representatives of the American Farm Bureau Federation, of the National Grange, the National Farmers' Union and of these smaller farm organizations endorsed the Cummins-Esch law, returning the railroads to their owners with a guaranteed dividend. Representatives of these farm organizations criticized the Farmers' National Council and asserted that it did not represent the real sentiment of the farmers in opposing the Cummins-Esch law and in demanding and urging the two-year extension of government operation of the railroads.

Since that time the Farmers' National Council has been completely vindicated in the position it took. The Council repeatedly stated during its campaign that a large increase in freight rates would be inevitable under the Cummins-Esch law through the inherent wastefulness of private competitive operation of the railroads and the guarantee of dividends; that law has proven the most severe blow that agriculture has received for many years. The American Farm Bureau Federation, the National Grange, and the National Farmers' Union have all had to change their position on the Cummins-Esch law, and have denounced the guaranteed dividend feature; but their action last year has cost the farmers of America at least a billion dollars, and probably much more.

The American Farm Bureau Federation, at the conclusion of its two weeks' conference in the national capital in April, issued a statement urging the repeal of guaranteed railroad returns in which the statement was made:

"The Transportation Act of 1920 contained a provision which attempts to compel the Interstate Commerce Commission to make rates sufficient to produce a minimum net return of 5½ per cent or more above all expenses and taxes on the present value of American railroads. The American Farm Bureau Federation believes this provision is paternalistic class legislation, as it attempts to make a government guaranty on the cost plus basis. This provision has caused the Commission to establish excessive increases in rates which have served to paralyze American industry."

The officers of the American Farm Bureau Federation know perfectly well that the Cummins-Esch law was no more "paternalistic class legislation" in April, 1921, than it was in January, 1920. It was just the same sort of legislation and has just the same sort of an effect then as now. The spokesmen for the American Farm Bureau Federation, the National Grange and the National Farmers' Union, either incompetent to judge the effects of legislation or wilfully playing the game of the big financial interests in endorsing the Cummins-Esch law in 1920, when the inevitable results thereof were obviously clear to every person who had really studied the railroad situations—are they safe leaders of the farmers today?

American farmers realize that not only must the guaranteed dividend section of the Cummins-Esch law be repealed, but that the entire law must be repealed and the roads restored to unified government operation for service and not for speculative profit. This is only the sure way to reduce freight rates to a normal level.

Immediately upon the resumption of unified government operation, freight rates should be reduced to those in effect when the roads were returned, and if there should be any deficit this should be paid out of the public treasury, so that it would come out of the taxes upon the enormous incomes, earnings and wealth of this country, and not out of the farmers and other consumers, upon whom the Cummins-Esch law levies a tremendous and unnecessary financial burden.

RUSSIA'S WIRELESS PHONES

While our daily newspapers are recording the experiments of wireless telephony over short distances, nothing is said of the fact that in Russia full press wireless telephonic communication takes place daily between such places as Moscow and Petrograd, in Western Russia, and Omsk, Tomsk, Chita, Irkutsk, and other Siberian cities. Wireless telephonic communication is now being conducted over a 3000-mile space in the Soviet Republic.

Always demand the Union Label!

SOCIALISTS TO AID MOONEY

An initiative fight for a constitutional amendment to provide a new and fair trial for Thomas J. Mooney and Warren K. Billings has been opened by the Socialist party of California.

The party, through its State executive committee, has already drawn the amendment and outlined plans for committees and headquarters throughout the State to secure signatures.

The work is now in the hands of the executive committee, of which Cameron H. King is chairman.

The proposed amendment contains two provisions, one omnibus, covering all such cases as the frameup of Mooney and Billings in the Preparedness Day explosion, and the other specific and calling for a new trial for these two by name.

The second provision would make the amendment, should it carry, applicable to the bomb defendants in spite of any question of retroactive effect.

The proposed amendment will be circulated on initiative petitions as soon as Attorney-General U. S. Webb has assigned a title to it.

The proposed measure, which was introduced in the Socialist executive committee by Cameron King, follows:

"To amend Article XX of the Constitution by adding a new section, to read as follows:

"Section 22. (a) The Legislature shall provide a method whereby a person convicted of a felony shall have a complete new trial of the case in which he or she was convicted, upon showing material fraud, perjury, collusion or conspiracy by witnesses, or prosecuting officials, or both, in said case.

"(b) Upon passage of this amendment, Thomas J. Mooney and Warren K. Billings shall be forthwith remanded to the custody of the Superior Court of the State of California, in and for the City and County of San Francisco, for a complete new trial of the cases in which each, respectively, was convicted."

Mooney's case was carried to the State Supreme Court three years ago, and that Court held that it had no power to reopen the case, no matter what new evidence had been brought to light indicating that the conviction was an error. The proposed amendment would make justice possible in such a case generally, as well as providing for justice in the bomb cases.

A SILLY STORY ABOUT CHINA

Some people, usually the Baptist missionary from New England, tell us fantastic stories of how Chinese women kill their female children.

This legend was needed in order to secure funds for the conversion of the Chinese to the Baptist faith—a pretty tough job.

But the Chinese adore children, and though many little ones die in days of famine, I do not believe that any are ever killed deliberately. I would rather believe the word of a Chinaman than the word of a missionary.—Raymond Redcliffe in New Witness (London).

Seamen and longshoremen have the same enemies; they must show a solid front.

"JOKER" IN GAG ACT REPEAL

What is in effect a "joker" in the repeal of the Espionage Act during the present technical state of war, was brought to light recently by the American Civil Liberties' Union in a statement declaring that the postoffice wartime censorship of papers, books and letters under the Act is still in full legal force.

Congress, in adopting on March 3 the resolution repealing or making inoperative the war statutes, failed to touch the postoffice censorship, which was authorized by a special section of the Act not dependent on a state of war. Under that section (Title XII) the postoffice may exclude from the mails any matter which in its opinion advocates or urges "treason, insurrection or forcible resistance to any law of the United States." No hearing or notice to publishers is required.

Under this section of the Espionage Act the Postoffice Department has recently excluded from the mails a number of radical papers and books, among which are Kropotkin's "Conquest of Bread" in an Italian translation, and the "Freie Arbeiter Stimme," a Jewish anarchist weekly.

Senator Wm. E. Borah, author of the resolution repealing the war laws, has written the American Civil Liberties Union that he would take up the correction of this error.

Albert DeSilver, of the American Civil Liberties Union, says in the statement issued: "All the dangers and evils accompanying Burleson's administration of the Espionage Act are still with us in law if not in fact. The Postmaster-General is still the legal autocrat of what may pass through the mails. Under the vague language of the law, his whims may determine what constitutes 'forcible resistance to any law of the United States.' The decision in the case of Kropotkin's 'Conquest of Bread,' a scientific study freely distributed for years, shows how silly and how dangerous such a censorship can be. We shall exert every effort for a repeal of the section."

WHERE WOMEN MAKE LAWS

In Finland eighteen women sit in the National Parliament. In Austria eight were returned at the 1919 elections. American votes sent one woman to Congress and thirty-three to the State Legislatures. Holland has two female M. P.'s, Great Britain has one, Poland has eight, and Denmark eleven. In the Jewish National Assembly (Palestine) several women were elected at the 1919 election—one to cabinet rank. Mrs. Cowan, recently elected to the West Australian State Parliament, is the first female parliamentarian in Australia.

Although the women of Germany were only enfranchised eight weeks before the elections in 1918, no less than thirty-nine were elected to the National Parliament, 155 to the State Parliaments, and 4000 to the various municipal councils throughout that country.

The compulsory arbitrationist who would have wages fixed by law probably flatters himself that he is ahead of his generation. In reality he is merely the re-embodied spirit of an age long past.

WEEKLY NEWS LETTER.

(Continued from Page 5)

eral army, but a course of education in Americanism, says Matthew Woll, president of the International Photo Engravers' Union, writing in the American Photo Engraver.

"What the political managers of that State now require is not more gunmen, but a thorough lesson in the elements of civics. What the Governor of that State should now demand is not more troops, but a greater sense of justice and the full measure of the workers' constitutional guarantees to the protection of their rights to organize and combine, to safeguard their lives, to exercise their freedom, fully and freely.

"No State which tolerates a feudalistic industrial system can ever expect to find a happy and tranquilized community. No State which allows its function to be usurped by an army of gunmen can ever hope to merit a reward other than that of pillage, murder and bloodshed.

"America, the land of the free, is not a place for feudalism of any kind."

Lobby Kills Coal Bill

Organized coal interests have triumphed over Senator Frelinghuysen and his plan to stabilize the coal industry, and the bill has been sent back to the committee.

The Senator said his bill was opposed by a lobby of coal barons worth millions of dollars, and that he believed they did not want government co-operation, and that "they don't want to be interfered with, no matter if the price of coal should be boosted to $40 a ton."

He said the National Coal Association, which speaks for the bituminous industry, is the chief defender of the coal trade.

"The National Coal Association will agree to nothing which places any obstacle in the way of unrestricted exploitation of the fuel consuming public. They confess that retail prices are too high, but disclaim the responsibility. On the other hand, they refuse to acquiesce in any method which will locate the real profiteer."

Uncle Sam Profiteers

The Government's postal system profiteered last year to the extent of $1,700,000, says Postmaster-General Hays, who recommends that interest on postal savings deposits be increased from 2 per cent to 3 per cent.

He declared that hundreds of thousands of depositors are practically being defrauded because their certificates specifically state that 2 per cent interest is paid on deposits, and do not state that nothing is paid on deposits held less than one year. Because of this system, he said, the average interest paid on all money held was only 1½ per cent.

FAIRIES BANNED IN RUSSIA

A recent dispatch to the London Morning Post states that "All religious or mythological subjects are banned from a competition for the best short story written for Russian children, which has been organized by the Moscow Societe Commissariat for Education.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
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SAN FRANCISCO, Cal. ..... 166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Dock Street, Bellingham, Washington

Labor News

Sheet metal workers in St. Petersburg, Fla., have organized and the idea is spreading to other building craftsmen in the vicinity.

Organized plasterers of Detroit have defeated employers who would operate anti-union shops. The employers agree to the union shop and $1.12½ an hour.

Lange & Bergstrom, contractors on the Marine Naval Base Hospital, building at San Diego, have announced open shop conditions on the job.

Due to the fact that several carriers failed to appeal to the U. S. Railroad Labor Board for a reduction of wages of certain employes, the board has extended the 12 per cent cut to these carriers and employes.

The Steenerson Bill to reclassify certain postal employes, entailing salary increases of between $5,000,000 and $6,000,000, was passed by the Senate and sent to conference last week.

Several companies of the Georgia National Guard were sent to Fitzgerald, Ga., last week to maintain order on the Atlanta, Birmingham and Atlantic Railway, where the railway employes are on strike.

A wage reduction of 15 per cent by the Bethlehem Steel Corporation, effective July 16, was made known to representatives of the employes at the Steelton plant July 1. The reduction will affect all employes except salaried men, whose reduction will amount to 10 per cent, effective August 1.

David S. Robb, international financial agent of the United Mine Workers of America, and eleven other union leaders were arrested at Williamstown, West Virginia, last week by Major Tom Davis, Governor Morgan's personal representative in the coal strike region, on a charge of unlawful assemblage.

Approximately seven thousand coke workers in the independent plants of the Connelsville coke region are affected by a 10 per cent reduction in wages, the second announced this year. The new rate is about 33 1-3 per cent below the rate paid January 1, but according to coke men, 45 per cent higher than the prevailing rate in 1912. Only about 7 per cent of the independent ovens are in operation.

On July 8 Alexander Howat and August Dorchy, president and vice-president of the Kansas Miners' Union, were sentenced to six months in jail and fined $500 by Judge Frank W. Boss in the Cherokee County District Court at Columbus, Kansas. They were convicted of violation of the Kansas industrial law by calling a strike of miners last February. One of the features of the case was an affidavit signed by all members but one of the jury after the trial, declaring that the jurors did not believe that Howat and Dorchy were guilty of "any wrong." It was filed by counsel for the miners' officials on July 5 as a part of a motion for a new trial. Notice of an appeal was given after the passing of sentence and arrangements were made for furnishing bond. Judge Boss also ordered that Howat and Dorchy give a bond of $4000 each not to again violate the industrial court law.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Einar
Erikson, Lars
Ekengren, Olaf
Erikson, Nils
Eklung, Victor
Edvordsen, John
Elsted, John
Edvords, Louis

Forbes, Frank M.
Fugman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
Grau, Axel
Graudin, Ed.
Gulliksen, Amandus
Gangsrod, Karl
Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Halley, Wm.
Hagen, Harald
Healey, Geo. S.
Halvorsen, Karl
Hansen, Martin
Holmen, K.
Harper, Earl
Hoed, Hans
Heggum, Louis
Harms, F.
Hefling, Jack
Halmin, Wm.
Hahnqvist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
Jansen, R.
Johnson, Dick
Janson, John
Johnson, Elias
Jenson, James
Johanson, Matt
Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
Jorgensen, Fred
Johnsen, Ludvig
Johansen, Arthur H.
Jacobson, M.
Johnson, Ed. -2294
Johanson, Olof K.
Johnson, G. A.
Jacobson, Torgils
Johanson, Henrik
Johnson, Alex
Jensen, Wilhard, E.
Johansen, Carl
Jones, A. H.
Johnson, Gust

Kallo, K.
Karlson, G. A. -1190
Krastin, J.
Kragstad, A. E.
Hoppen, Oluf
Kristiansen, Aarnt
Knudsen, Andrea
Kilkeary, Frank C.
Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Laskinen, Fred
Livingstone, Ed
Larson, Rudolf
Lacy, James
Lichtenberg, Ben
Lauritsen, P. E.
Ljungstrom, Oscar
Lee, L.
Larsen, Emanuel
Larsen, E. -1345
Lauritsen, P. E.
Leeween, A. W.
Landlung, Chas.
Lauritsen, Jack
Larson, A.
Lawersen, L.
Lieson, Wm.
Lynum, A. M.
Lutton, Theod
Lyngues, Chr.
Lund, Eric

Millard, Frank
Martinsen, Ingvald
Macleod, Alex
Molder, John
Monroe, N. S.
Mengert, Fred
Moore, Thos
Marqaard, H.
Michalson, Harald
Muweh, Chas.
Mann, Albert
McPherson, James
McLean, Angus
McIntyre, L.
McCoy, J. L.
McMullen, J.

Nilsson, N. J.
Nilson, A. H.
Nolan, James
Nelson, Swan
Nilson, Carl -302
Nurse, A. L.
Nilson, Adolf
Nelsen, Peter
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Neelsen, H. J.
Newland, Ernest
Nyhagen, Julius
Nicholsen, Ben
Nurken, Herman
Nergaard, H.
Nelson, Werner
Nelson, P. A.
Nilsen, Harald
Nelsen, A. B.
Nahinan, F.
Nilsen, N. P.

Ovist, John
Osterberg, C. V.
Optedal, Caspar
Olsen, John H.
Owens, J. W.
Ogga, Ed

Pendville, N.
Pedersen, J. M.
Petersen, Bjarm
Parker, Bert
Pederson, C. E. -1286
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Pedersen, Emil F.
Pabus, Laas
Pedersen, Ole
Pedersen, O. J.
Permin, J. C.
Pedersen, E. P.
Paulsen, O. E.

Quandt, A.

Rasmussen, Chr.
Rod, S.
Rasmussen, Peter
Rebour, Frank
Rorvik, Chas.
Randle, C. W.
Reilley, Ralph
Ross, Herbert
Ronberg, Edvard

Sandin, P.
Sater, P. Pedersen
Skag, Otto
Saderberg, Albin
Scarpa, E.
Stiffler, Roy
Sherrin, E.
Strand, Charley
Skaag, Paul
Shipley, A. M.
Steiner, F.
Stenberg, Hjalmar
Sitts, La Verne
Simonsen, S.
Sandstedt, E. H.
Seyfried, M.
Thorsen, V.
Tasel, John
Torwich, Hans
Tangeros, L.
Thomsen, Peder
Theysen, Arthur
Unwin, H.
Wheeler, G. W.
Welkens, Henry
Wiger, John
Welson, E. W.
Wilson, Walter
Westerlund, Albert
Stetson, Henry
Schrage, P. W.
Schler, T. J.
Schirmbel, Rup
Sarv, H.
Smith, Aug.
Scarlett, J.
Swansen, Axel
Salonen, Ivori
Salmar, K.
Stockburger, C.
Stidham, C. W.
Samuelsen, Hugo
Semberg, John
Swanson, J. -1013
Sandvik, H.
Teneson, J.
Tripplett, C. J.
Thorsen, Hans
Tugmen, Arthur
Thorsen, Hans
Torstinsen, A. J.
Volley, P.
Wold, Stadius
Ward, Wallace
Wahlstrom, Eric
Wallin, A.
Walker, A. A.

SAN FRANCISCO

Alaska Fishermen's Letter List.

Andersen, Ole
Anderson, Hilding
Albertsen, John
Brown, George A.
Carlson, E.
Carlsen, Ernest
Clark, Bruce
Flem, Knut
Graham, R. J.
Harji, Elmer
Hagburg, Gust.
Johansen, F. C.
Johanson, Fritz C.
Jacobsen, Emil
Karlkromoli, Steve
Lauren, William
Larsen, Theodor A.
Miner, J.
Millsson, B. E.
Olsen, Oscar Johan
Smith, R.
Schultz, Walter
Shooba, Nils
Schaffer, Paul
Tonnisen, Peter

Aberdeen, Wash., Letter List.

Anderson, E. T.
Anderson, John C.
Anderson, Gus.
Bradsberry, Geo.
Balm, August
Barton, M.
Caitane, Jose
Douglas, W. Sid.
Fosterwall, Kasper
Gunther, R.
Hansen, Adolph
Hanson, Oscar
Hederstrom, Garvid
Johannesen, Alf.
Jansson, John
Johanneson, Jonas
Krause, Frank
Lange, Henry
Lepp, Alex.
Miller, Fred Wm.
Newington, Fred
Nelson, Hans
Olsson, Chas.
Olsen, L. -1099
Pedersen, W.
Parker, Arthur L.
Rahman, Geo.
Ruben, Chas.
Randle, C. W.
Robinson, G. H.
Rengsdarf, W.
Saro, W. R.
Smith, Emil
Smith, C. Johan
Tousfeld, John
Vejvada, Frank
Waksten, A.
Westerberg, Carl

Honolulu Letter List.

Bergqvist, O. C. F.
Crawford, Th.
Carlson, Ernst
Ekdahl, Fred
Ellwood, Ed. J.
Fleming, Wm.
Jenly, O. B.
Jonsoff, A. J.
Lundgren, Karl
Hansen, N. M.
McGowan, John
Nicholson, C. T.
O'Brien, James
Osman, J. B.
Sandstrom, Anton
Scott, H. T.
Sorentino, Joe
Sackett, Norman
Tveda, Nick
Xavers, Francis

Tacoma Letter List.

Dantinez Joseph
Jarvinen, Oscar
Law, G.
Nelson, Andrew B.
Smith, John
Matson, P.
Smith, Carl Johann
Tomphson, T.
Johannesen, Charles A.
Rengsdorf, W.
Robinson, Lawrence
Sundberg, John
Evans, Jack
Rescome, Walter
Francis
Magnunson, E. W.
Andersen, John
Klingenberg, John
Marvis, John T.
Scully, John

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Albertson, J.
Alto, John -1349
Anderson, Walter
Andersen, H. M. -1495
Anderson, Harry B.
Anderson, Gunnar
Anderson, A. G. B.
Anderson, J. N.
Aspe, Teodor
Anderson, Chas.
Andersson, Gust B.
Anderson, Chas. A.
Anderson, Sam

Balotin, Alex
Bordeaux, E. T.
Bersin, Jacob
Belmont, Joe
Bye, Kristian
Bordell, George
Boe, Ivor
Boyd, W. P.
Berge, Kristian
Boom, A. E.

Cords, W. A.
Christophersen, B.
Carr, R. W.
Catherwood, G.
Crawford, Thomas
Carroll, Kenneth
Cristen, John
Cormie, William
Carlsen, Dick
Cordeau, Thomas
Clementsen, Alf
Carrl, Robert R.
Christensen, Jens C.
Calcoff, Sam

Daunt, C.
Dallman, H.
Desmond, Albin
Diaz, Domingo
Dealy, Daniel
Deavor, Alvin

Eliasson, Geo.
Erickson, J. W.
Evans, John
Eliassen, Emil
Evensen, Alex

Franson, Albin
Fernandez, Chas.
Frees, Knud
Forsberg, Alfred
Friz, Ottmar
Franzell, A.

Gomez, F.
Gougat, Frank
Gregersen, Krist
Gunnerud, Ulrik

Hanlon, William
Horton, Geo.
Hagberg, Norman
Henriksen, Ernest
Haggeros, Sam
Hall, Robert
Hellman, Max
Hickey, John
Heiari, August
Horner, Ambrose
Harnick, Julius
Holmstrom, Oscar
Hoelland, Jonny
Hurley, Michael
Holmstrom, John
Horton, George A.
Heino, A.
Harris, John T.
Harbst, John -2905
Hansen, H. P.

Iwersen, W.
Isaac, John S.

Johnson, Tom
Johansson, N. A.
Jones, Alfred
Johansen, N. A. -1604
Jahnke, Richard
Johnson, Oscar
Johansson, Albert
Jones, Arne M.
Janson, Jack R.
Jorgensen, Knud
Johnsen, George
Jacobsen, Alfred
Jonssen, Fred
Jeffries, Eddie
Jensen, Laurits K.
Jensen, Marius
Johnson, C. A.
Johansen, Ed.
Johnson, Edw. C.
Johnsen, F. K.
Jorgensen, J.
Jonessen, Fred
Jacobsen, Tom
Johansen, J. -1432
Johansen, Carl
Johnsen, James
Johnston, Leslie
Jorgensen, Jens Geo.
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Johansen, J. E.
Jonassen, Johannes
Jentouch, Solfred
Jorgensen, J.
Jensen, Paul

Knursen, Ch. -1456
Kloe, A. C.
Kohler, Arthur
Kilberg, Peter
Karjon, John
Kind, Herman
Koff, Michael
Knudsen, Andrew
Kopatz, Oscar

Lindholm, Chas.
Levy, Louis
Loven, C.
Lund, F.
Lind, Carl
Loeff, H. van der
Lodersen, John
Lill, Karl
Lindroos, Oscar
Lee, James
Lehan, C.
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Luhrs, Ludwig
Larson, C. S.
Ligovski, Joe
Luce, Paul
Luhrs, Ludwig
Lobelos, Jose
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McVey, Frank
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McCard, Albert
McMullen, Dan
McGhee, E. J.
Miller or Meuse
Machen, L. E.
Muishneck, W.
Moritz, W.
Mattson, Maurice
Martinson, J. L.
Morcu, Harry
Mize, J. H.
Mathiesen, Nicolas

Nelson, Charlie
Nystrom, Uno
Neville, Thos.
Nordberg, Hilding
Nilsen, Alfred
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Olson, Ed.
Olsen, Kristian
Ossante, Anthony
Olson Olaf V.
Odom, Jackson
O'Donnel, Jas.
Olsen, Harold
Ofeldt, C. G.
Ovist, John
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Petterson, C. V.
Paldan, Ed.
Persson, Bernhard
Pastorillen, K. M.
Pahis, Jim
Peterson, O. E. -1558
Perry, Peter
Quatararo, Michal
Rokow, Steve
Rommel, Andrew
Runsha, Henry
Rensdorf, W.
Runge, Robert
Reidel, Gus
Romani, Gatano
Rantala, Sam
Ruygrok, Dick
Rogers, Robert G.
Ragen, Joseph
Rosenthal, W.
Sundquist, Walter
Steinbrick, Paul
Schaeffer, Geo. V.
Saunders, Jack
Sandblom, H.
Schierenbeck, K.
Sandberg, N. A.
Sether, O. J.
Sorensen, Edwin
Swanson, Eric K.
Sutert, Ole
Sandbock, George
Shaffer, R. W.
Stewart, Elder C.
Stuhr, Olaf
Selzer, Max
Sunde, O.
Saland, Hans
Schmidt, H. T. L.
Stoll, Rolf M.
Sandstrom, Hjalmar
Shuffer, Ray
Thompson, Maurice
Tinsman, F. T.
Trenland, C.
Thornlund, John
Tosh, James N.
Veits, C. L.
Viscarra, Oscar
Verney, A.
Williams, Edw. P.
Wright, Charlie
Wilhelmson, Karl
Wennerquist, Anton
Williams, Frank
Welteverdo, John
Ward, Stephan
Winkelman, Otto
Worthington, Asa
Westerberg, Otto
Woide, John
Wilson, John
Wright, Tom
Wilson, Edw.
Williams, Frank
Young, William
Young, Carl
Zimmerman, Fritz
Zitbury, Harold

PACKAGES

Braest, K.
Campbell, J. R.
Costley, F. L.
Friz, Ottmar
Haierup, Axel Johansen
Hennum, Christ
Johanson, N. A.
Langmann, William
Monteiro, John
Nixon, Leonard
Offerdal, Ing
Sundholm, Franz
Viets, C. L.
Zilla, Joe

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See Our Weekly Reports Posted in All Union Halls.

I have said that I would never be attorney for shipowners, until the seamen were shipowners. One of the purposes of my visit to Europe this summer is to acquire knowledge as to shipping conditions abroad and particularly to ascertain with what degree of success the seamen of Italy are operating ships.

Any seamen, who, with a view to becoming shipowners some time, are willing to form "a Seamen's Society for Savings" and will pledge to save one-fourth of their wages over their board and lodging per annum, said savings to be put in a depository that they themselves may select, please communicate with the undersigned.

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INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwnite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Taliac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Nepponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic," "Cold Spring vs. Lycoming," Benoni vs. West Hargrave," "West Harcuver vs. Ozaukee," "Western Glen vs. City of Forth Worth." S. B. Axtell, 9 State St., N. Y. 3-29-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Mrs. Roland McDavid, 932 East Strong street, Pensacola, Fla., is anxious to ascertain the whereabouts of her son, Roland McDavid, age 17, height, five feet, eight inches, heavy built, dark-red curly hair; believed to have left Baltimore for Texas, February 2, last. 6-29-21

Anyone knowing the whereabouts of Joseph Bert Riese, a native of Cleveland, Ohio, last heard of December 1, 1919, in Savannah, Ga., when he shipped on the SS. "West Apaim," please communicate with his mother, Mrs. Joseph Riese, 4120 Bailey avenue, Cleveland, O. 6-29-21

Anyone knowing the whereabouts of Olaf Erling Hendriksen, a native of Norway, age 33, last heard from on the Atlantic Coast, kindly communicate with his brother, Albert Hendriksen, Aalo Post Office, Christiansand, Norway. 6-1-21

Mrs. M. Black, 100 Plain street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, George Baxter, last seen in March, 1920, at Tampico, Mexico. 6-1-21

James Kenney of Philadelphia, last seen in Pennarth, Wales, is inquired for by V. McMahon, 96 Plain street, Providence, R. I. 6-1-21

World's Workers

One of the terms of settlement of the British coal miners' strike provides that a national board, with district boards, will be created representing equally the miners and mine owners, to regulate the system of profit sharing, under which 83 per cent of the proceeds, after the payment of standard charges, will go to the miners in wages and the remaining 17 per cent to the owners.

A strike at Kobe, Japan, has caused the closing down of the Kawasaki dockyard, the largest in Japan, employing twenty thousand men. This interrupts the construction work on the eight battleships-eight cruisers program. The submarines which are under construction are being guarded by bluejackets. The strikers, including several thousand from the Mitsabishi shipyards at Nagasaki, which also are closed, held a parade, in which red flags were carried and placards displayed with the inscription, "Down With Capitalism!" A collision with the police occurred, at one point, involving many casualties.

Late reports from Germany show that the renewal of activity in agriculture and in the building trades, due to the good weather, did not react upon industry. More situations were filled during the month, but this was due to the ending of the school term, which brought many thousands of young workers into the labor market, rather than to an actual increase in the number of posts available. The number of totally unemployed persons in receipt of out-of-work donation decreased from 415,836 on the first of April to 400,097 on the first of May, or by nearly 4 per cent; among men there was a decrease amounting to 5.2 per cent, but among women an increase of 2 per cent. Returns from trade unions show increased unemployment during April. Out of a total of 5,509,761 members covered by the returns, 217,307, or 3.9 per cent, were out of work at the end of the month, as compared with 3.7 per cent at the end of March and 1.9 per cent in April, 1920.

The annual convention of the Canadian Trades and Labor Congress will be held in Winnipeg, beginning Monday, August 22. In the convention call officers of the congress say: "The period of reaction through which we are passing has brought into prominence most of the old problems and many new ones which organized labor is called upon to face. The struggle of the workers to maintain their standard of living under these adverse circumstances has been taken advantage of by many employers throughout the Dominion to abrogate collective bargaining under the guise of the introduction of the 'open shop,' 'optional plan of employment,' and similar subterfuges. Powerful groups of employers have openly declared their opposition to the enactment of progressive social and industrial legislation, and it is noticeable that legislation has been left in abeyance calling for the eight-hour day, unemployment insurance, protection of women and children, and other recommendations presented at the first annual meeting of the international labor body, Washington, D. C., almost two years ago, and in which the Canadian Government delegates concurred."

Domestic and Naval

Fifty-three Chinese stowaways aboard the American steamer "Ausable" were taken into custody by immigration officials last week when the vessel docked at Galveston from Havana, Cuba.

The dreadnaught "New Mexico," flagship of the Pacific fleet, won the navy trophy for gunnery for 1920-21, the "Pennsylvania," Atlantic fleet flagship, was second, and the "Arkansas," Pacific fleet, third. The "New Mexico" will wear a white "E" painted on the conning tower and the other two vessels a red "E."

A bill signed recently by Governor Blaine of Wisconsin, requires that all children up to sixteen years of age, unless they have completed the equivalent of a four-year high school course, must attend school half-time during the day. No child who has not completed the high school work may have full-time employment, and all persons under sixteen must have at least eight hours each week of public instruction.

There were thirty-six lynchings in the United States during the first six months of the year, twenty-four more than the number recorded during the same period in 1920, according to a report issued by the Truskegee Institute. They include two white men and thirty-four negroes, two of the latter being women. Eleven of these put to death were charged with rape. All lynchings were in southeastern States, Mississippi leading with ten.

Action by the State Department toward nullification of the alien poll tax law passed by the last California Legislature is expected by virtually all the foreign colonies in the State. Nearly all the consulates have asked their embassies or ministries to protest to the State Department, either on the ground of specific clauses in treaties exempting their nationals from all but the taxes which are imposed on Americans or under the favored nation clause of treaties. The Japanese and the French claim specific clauses exempt them.

The Patterson - McDonald Shipbuilding Company of Seattle has been awarded $1,028,458 in ship construction claims against the Australian Government, through the decision of a board of arbitrators appointed by the Australian Government and the company, which was filed recently with Cicero B. Hawkins, master in bankruptcy, at Seattle. Claims of the company are out of the construction of nine 4200-ton wooden ships for Australia. Under a recent settlement the United States Shipping Board allowed the company $350,000 on claims arising from the cancellation of shipbuilding contracts from the board.

As a result of unemployment, many individuals and families are destitute in Birmingham. The City Commission recently issued a proclamation calling upon the people for emergency relief measures. Investigation has disclosed that unless definite and systematic measures are adopted to relieve the situation, "large numbers of our people will suffer starvation, sickness and possibly death." Conditions outside of Birmingham, in the coal mining camps of the district, are said by the State Federation of Labor to be steadily growing worse. Three hundred families were reported without food in Pratt City alone.

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JUNE 30th, 1921

Assets	$71,383,431.14
Deposits	67,792,431.14
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,591,000.00
Employees' Pension Fund	357,157.85

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Aalstra, R.
Adamsson, J. -4144
Ahelsen, Jorgen
Alexis, Hankan
Allias, W.
Anderson, Chas. Th.
Anderson, Julius
Andersen, Trygve
Anderson, Sam
Andreassen, Emil
Anderson, Andrew
Andreassen, Arne
Andersen, Henry -1526
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Apple, August
Arentsen, John
Augustin, Herman
Austin, Tom

Baer, Frank
Backman, Paul J.
Bauer, Andrew
Berge, C. -2879
Bergman, G. Alrik
Best, Joe
Besitser, Henry
Benway, Chas. P.
Berg, J. E.
Black, James
Blomroos, Johan
Bolf, Henruk
Bock, James
Boyce, Robert
Bouliane, F. A.
Brandt, B.
Brown, E. E.
Brown, W. A.
Brown, Edward E.
Brunvald, Harry
Bradley, H. O.
Bradshaw, Frank
Britwin, D.

Calicoff, Sam
Campbell, Martin
Capodannan, Frank
Carlson, Thure
Carlstrom, A.
Carlsson, J. Ovald
Carlson, Julius
Carlson, S. A.
Cederloff, Knut
Christensen, C. D. -1042
Christensen, L. R.
Clark, H.
Clark, Fred W.
Clark, Lawrence J.
Coffey, G. E.
Corey, E. A.
Cornish, C. A.
Corrigan, R. B.
Corey, Eldridge
Constantinides, Al.
Cordery, Allen
Connors, Georg H.
Cobb, R. H.
Crangle, Richard
Crume, John A.

Dahl, Helge
Dahlgren, W. A.
Dale, W. H.
Daw, Walter
Dean, C. S.
Delin, Ole
Diaver, John de
Donnelly, Bern.
Dobbelaar, A.
Drews, Bruno
Dumas, C.
Dunn, J. S.

Edwardsen, Johan
Eisenhardt, C.
Ekholm, Frank
Emerson, H. E.
Ekola, Henry
Espinoza, Juan
Even, Frank

Fabrowsky, The.
Fairchild, Aubrie
Fisher, E. D.
Fitzgerald, Richard
Finn, Edmund W.
Fiellman, Geo.
Foor, Henning
Forenker, R. A.
Foley, John J.
Franson, A. E.
Francis, C. H.
Friberg, Chas. A.
Frizzell, R. L.
Fagman, Arthur
Fuller, Everett E.

Gabrielson, Lars
Giessing, H.
Gorman, Andrew
Green, Granville
Green, Herbert
Gregory, Mont N.

Hagen, Trygve
Hansen, Hans C.
Hansen, Hans M.
Hansen, T. E. J.
Haugen, Hans C.
Handt, Wilheim
Harbst, J. D.
Harris, George
Hansen, Jorgen
Hay, C. W.
Heis, J. S.
Hendricksen, J. R.
Henriksen, E. -3106
Hermansson, Fritz
Herlitz, Ivar
Hetland, Halvor
Henderson, Chas.
Hilden, Reinhold
Hobson, Harry
Hovde, Michael
Hubertz, Emil
Hurtta, Toivo

Isacson, Erik
Isaksson, Gunnar

Jacobs, Henry
Jacobsen, Alfred
Jacobsen, Joakim
Jaycox, James
Jensen, C. A. G.
Jensen, A. -2961
Jensen, Jorgen
Jensen, Harry
Johannsson, Wm. -1334
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Johnston, Leslie
Johansen, Walter
Johanson, E. A.
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Johansson, J. W. L.
Jonasson, Henning
Johanson, Otto
Johnsen, Alder
Johnsson, E. -2533
Judd, Jack
Juniper, Foster P.

Karlsson, Johan
Kingstrom, J. A.
Klemmensen, E.
Klindt, F.
Klossas, M.
Knudsen, Andrew
Kose, Aksel
Kroyer, L. H.
Kulper, D.

Ladislaw, John J.
Laine, A.
Larsen, Alfred F.
Larson, Fingal
Lecht, Peter
Leskinen, John
Lidsten, Chas.
Lilja, Birger
Liljendahl, Ludvig
Livermore, E.
Lund, Wm. H.
Lybeck, Th.
Lyche, J.

Makela, Axel
Mathes, Paul
Malmin, Tom
Masalin, Uno
McCall, John
Mcbermontt, Thos. B.
McGuinness, T.
McNeill, D. R.
Mcdonald, James
McDermott, Thos. B.
McGann, Oliver
Mello, M. N.
Meveau, Thos.
Meulendike, George
Mittel, Olav
Mickelson, Julius
Miller, J. A.
Monahan, Wm. B.

Nelson, Adolf H.
Nellsen, E.
Nelson, A. B.
Nelson, D. J.
Newton, A. B.
Nichols, Henry
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Nordeman, Karl
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Oad, John
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Ohlsson, Albion
Olsen, Anton A.
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Oleson, O. -1162
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Olsen, W.
Olson, Adolf
Olson, Carl J.
Olson, V.
Olsen, Ole J. -1020
Olsson, C. G. -1101
Overwick, Thos.

Paulsen, Axel J.
Page, Alan B.
Pankratz, B.
Payton, Alex
Pett, Dick
Petterson, Oscar -1551
Pepper Arthur W.
Person Albert H.
Petter, G.
Peterson, Arthur F.
Pilkinton, Homer
Pollack, Gabriel
Pothin, Stanislaus
Pottage, Wm.
Poyla, Kustaa
Premo, Clifford
Prastergaard, W.
Punis, Tony

Rasmussen, Peter
Raymond, Louis
Ranes, Herman
Reiesgord, Hillm.
Reichardt, Sidney
Rinnert, Chas. J.
Rick, August
Roach, Steffen E.
Rodovitz, Harry
Robbins, Edwin
Rosen, Valf.
Rodman, Bernard
Rubins, Chas.
Rusch, Raymond
Russell, E. M.

Sanchez, Enrique
Schroeder, C. F.
Schaefer, Eric
Scofield, W. H.
Shipman, H.
Sidoroff, N.
Sindell, Karl
Simmering, Chas. L.
Sorensen, Kristian
Sowick, T.
Sorensen, Vigo
Sorenson, O. E.
Speller, Henry
Stidham, C. W.
Sternberg, Hj. N.
Steffensen, Henry
Stone, M. C.
Suerro, Jose
Sundberg, K. K.
Suvaal, A.
Swanson, Adolf

Talbert, Frank
Taimi, Herman
Tallaksen, Arthur
Takkunen, H. E.
Teksell, J. A.
Tebley, H.
Thorne, Arvid
Thomas, Andrew
Thode, Rudolph
Toomey, Paul
Torrin, N.
Travers, J. H. K.
Twigg, Harry M.
Tysk, J. H.

Van Order, Louis
Vallianos, Spiros

Walkanen, Weda
Walker, K. Frank
Wilson, Edward E. -660
Winther, Victor
Wilson, Ralph
Wilson, Bryan

PACKAGES.

Bower, G. R.
Clark, Fred W.
Carpenter, Harold
Deu Pree, E.
Edmons, John
Fischer, Chas. O.
Hood, Alex.
Hughes, Earl B.
Johanessen, A. -2277
Keith, J.
Knutson, R. -783
Larsen, J. -2012
Ludvigsen, Arne
O'Connor, John J.
Olsson, Carl J.
Powell, J. E. S.
Rohman, Georg
Sidoroff, N.
Taylor, James B.
Twigg, Harry
Wagner, R. H.

INFORMATION WANTED

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

INFORMATION WANTED

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

Mrs. Dan Fortune, 49 Reid street, is anxious to ascertain the whereabouts of her son, Dan Fortune, a member of the Marine Firemen's Union of the Atlantic. Anyone knowing his whereabouts will confer a great favor by communicating with his widowed mother. 7-13-21

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Wanted to know the whereabouts of Charles Henry Davis, age 18 years, grey eyes, black hair, weight about 150 pounds, height about 5 feet 5 inches. Last heard of in January, on board the S. S. "Cuyamaca," out of Galveston, Texas. Any information will be gratefully received by his mother, Mrs. J. H. Davis, No. 5122 Nebraska avenue, Tampa, Florida. 7-13-21

Mr. Peck—I want to take up boxing. My wife—

Instructor—But you can't fight your wife.

Mr. Peck—I know it. I'm not even going to try. What I want is to be able to stand punishment.—American Legion Weekly.

The nurse—You've sewed up a pair of forceps in that patient, doctor.

The surgeon—That so? Never mind. I was going to order another operation, anyway, and I'll recover them then. If I need them in the meantime I can borrow a pair.—Kansas City Star.

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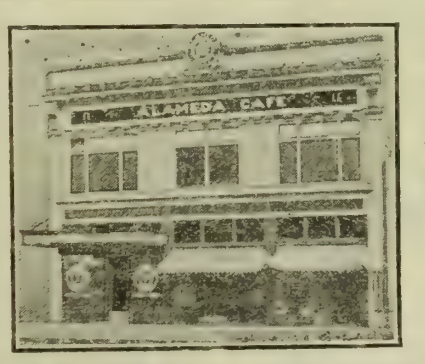

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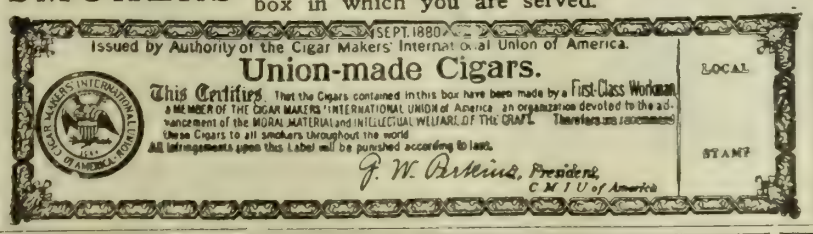

News from Abroad

Seventy-seven members of the Philippine constabulary were convicted last week of murder for the killing of three American members of the Manila police force and eight other persons in rioting between the constabulary and police at Manila last December.

The Imperial Conference of Dominion Ministers has reviewed the history of British relations with Egypt. It was decided that proposals for a meeting to consider Egyptian aspirations and for safeguarding the imperial interests should be discussed in detail later.

Reports have reached Japanese military headquarters at Seoul, Korea, that a battle has occurred on the Siberian border between Japanese and Koreans, in which five hundred Koreans were killed or wounded. Several thousand malcontent Koreans are alleged to have joined the Siberian Bolshevists.

Greece has no warlike intentions toward Soviet Russia, despite statements to the contrary which have appeared in the European press. This statement has been sent to George Chitcherin, Bolshevik Foreign Minister, who recently sent a telegram to Premier Gounaris asking him to define the attitude of his government.

Discussing the question of international rivalry in the Pacific, former Senator Henry Beranger said that France would not forget her role as a conciliator nor her policy of absolute racial equality and freedom for all. "To us," he said, "black men and yellow men are as good as white men. We recognize only differences in education and individual merit. Let us hope that no imprudence will be committed by statesmen who would forget the policy of France which has made her a great colonial power."

Virtually the entire British Mediterranean fleet is en route for Constantinople, where the situation is viewed with anxiety. British military reinforcements also are going out from England. Turkish Nationalist forces are reported to have penetrated the neutral zone east of Constantinople, and to be preparing to concentrate forces along the Sea of Marmora for an attack on the Turkish capital. The situation has given rise to serious anxiety, and the allied high commissioners at Constantinople have been conferring with General Harrington, commander of allied forces there, regarding steps to be taken in the event of a probable advance by the Nationalists.

In a short time the British fleet will consist only of oil-burning vessels, according to Commander Eyres-Monsell. In explaining the navy estimates in the House of Commons recently, he said that according to calculations the Admirality is spending less for oil than coal on the basis of caloric value. He said two tons of oil would do the work of three tons of coal, and that the use of oil would reduce the personnel. An Admirality reserve of fuel oil, which is being established, probably will be completed in 1921, and it is planned also to build storage tanks around the coast. Answering the question whether the world's oil supply justified the conversion of all ships to oil burners, he said the supply would be sufficient for all needs of the navy.

With the Wits

Prof. Wiser—What effect does the moon have upon the tide?

Sweet Co-Ed.—None! It affects only the untied.—Judge.

"Paw, what is the difference between capital and labor?"

"Well, the money you lend represents capital, and getting it back represents labor, my son."

"A sailor has a wife in every port, they say," said Miss Simper. "That's the reason he spends most of his life at sea," growled the bachelor.—London Ideas.

"Would you convict a man on circumstantial evidence?" they asked the lady juror.

"I would," she replied. "I've convicted my husband that way dozens of times."—Detroit Free Press.

Old Lady—Son, can you direct me to a bank?

Boy—Yessum, for a quarter.

Old Lady—Isn't that mighty high pay, my boy?

Boy—No ma'am, not for a bank director.

Modiste — Really, madam, this gown makes an entirely different woman out of you.

Customer's Husband — Take it, Helen; never mind the price.—Boston Transcript.

Owner—What will it cost me to have my car fixed?

Garageman — What's the matter with it?

Owner—I don't know.

Garageman — Forty-eight dollars and fifty cents.

The Customer—I wanted some ladyfingers, but these don't look so very tempting.

The Bakery Man—What do you expect for a dollar a dozen; diamond rings on 'em?

"Mother," sighed little Johnny, "I had such an awful dream last night! Does it mean anything?"

"Yes, it means that I know now what became of that apple cake that I couldn't find last night."

Two ancient coins were found clasped in the hand of a skeleton unearthed during excavations in London. It is thought to be the remains of the first Scotsman to visit the metropolis.—The Passing Show (London).

"Have you got much live stock on your place?"

"Live stock," echoed the somewhat puzzled farmer. "What d'ye mean live stock? I've got four gasoline tractors and seven automo[illegible]."—Clipped.

Home baking always was rated as one of the fine arts, but home brewing seems destined to be rated always as a doubtful substitute for public service.—Louisville Courier-Journal.

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[illegible] SAVINGS BANK, 792 Market St., cor. Fourth. For the half year ending June 30, 1921, a dividend has been declared at the rate of four per cent per annum on all savings deposits, payable on and after July 1, 1921. Dividends not called for are credited to your account from July 1, 1921. Deposits made on or before July 10, 1921, will draw interest from July 1, 1921. [illegible], Cashier.

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FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXIV, No. 46. SAN FRANCISCO, WEDNESDAY, JULY 20, 1921. Whole No. 1762.

TRANSPORT WORKERS AWAKE

Pacific Coast Unions of Marine Workers Consolidate Their Forces

The educational article, by Donald Wilhelm, which appeared in the Survey, issue of July 2, 1921, and was reproduced in last week's issue of the Journal, sounds a warning to every thoughtful American citizen. The writer states:

"The trade association is today what the corporation and the trust were less than a generation ago, a national problem that threatens the sovereignty of the individual American citizen. It is the inevitable consolidation—these past years have been of the consolidating kind—of trade groups. Small entities, partnership and the like were, a generation ago and during the ensuing years, gathered together in corporation or trusts in order to do collectively what each unit could not do singly. Now corporations and trusts are uniting, in the trade association, to do collectively what each singly cannot do so well and to dominate, even control, legislation and parties, and **to prolong evasion of laws intended to restrain abuses in trade.**

There are literally thousands of trade associations in America. They have a large area of usefulness—some are deemed invaluable by Government officials, as clearing houses of information for example. Others now stand indicted in Federal Courts for trust practices in restraining trade; for example, the Portland Cement Association, which includes all the manufacturers of Portland cement in the United States and Canada, is alleged to control everywhere supplies of cement and is said to have increased its cost from about 50 cents a barrel to about $4.50. But the larger threat is political rather than economic—**it may be that the great struggle of the next one hundred years will be whether democracy or aggregations of economic groups are to dominate and control America."**

A close observation of the operations of these consolidated economic groups, reveals how closely they conform to the original Troutman chart, which was first adopted as a basis of organization by the Industrial Workers of the World.

While the workers were never permitted to put their theory into practice, because of apparent dangerous tendencies toward absolutism, the various representatives and experts of trades associations adopted the plan and insidiously put it into operation; thereby constituting a menace to our established institutions which will require intelligent and effective organization to counteract.

At present we are confronted with a situation where the very fountain head of our Government is subject to the influence or control of these powerful combinations.

The sinister activities of these trades associations, or super-trusts, are manifested by disregard of public rights, contempt for warnings of the churches, and ruthless aggressions upon labor. The attacks of these predatory combinations upon the workers are of such vicious and determined nature, that the present system of trades unions has been rendered ineffective as a protection.

Continued advancement of trades associations must inevitably result in group slavery for the masses. If the workers are to remain free, they must meet the combinations of financial interests with just as thorough and effective organization.

During the last two years labor has received blow after blow, through the Courts, by our Legislatures—municipal, State and national—and through the aggressions of employers associations. In every instance, resistance by the workers has been overwhelmed and the weakness of our labor movement demonstrated.

We must prepare to meet the onslaught, and conserve our rights and liberties with more intelligent and practical methods. Of late years, workers in several branches of the marine transportation industry have received some salutary punishment from an international combination of trades associations.

The influence of these economic groups upon our Government is painfully apparent, in fact, when regarded in the light of recent performances, submissions of the Government bureaus to the requirements of these interests have been absolute. They have certainly "prolonged evasion of laws intended to restrain abuses in trade," and have set at naught statutes, laws and rulings. During the present lockout of seamen nearly every provision for the safe conduct of navigation is ignored, evaded or flagrantly violated, by those particular public servants entrusted to enforce them.

That they are acting with the full knowledge and consent of higher power and authority is evidenced by the fact that it is impossible to correct these abuses.

By these facts the corrupt influences of trades associations upon our Government is made manifest.

In order to defend their rights and liberties against these insidious forces the workers must meet organization with organization, force with force, craft with craft.

The strength of American labor organizations is cleverly dissipated by the machinations of employers, experts and representatives, and the obstinate stupidity of those in whom labor has entrusted its destinies. The leaders of organized labor, as constituted in the American Federation of Labor, stubbornly adhere to the obsolete system of craft unionism. They have signally failed to keep abreast of the times, or measure up to the requirements.

The ability of the employers to exploit the talents of men with extraordinary qualifications leaves the workers somewhat at a disadvantage; but this disadvantage could be easily counteracted by eternal vigilance and strength of ideals. The tendency to fall into periodical ruts is one of the great failings of a number of otherwise brilliant labor leaders, and it is resulting in disaster to workers' organizations. The rank and file of the unions are equally responsible for failure of the movement to meet the test. Lack of active personal interest in the general conduct of affairs has permitted the labor representatives, in many instances, to get away from their fellows and become involved in politics, where ideals have frequently been sacrificed to selfishness.

The present crisis through which labor is now passing is bringing out those better qualities which have lain dormant or submerged through the period of ease. The organized labor movement will emerge refined by trial and ready to meet and conquer the aggressions of the oppressors. Adversity is teaching the membership of labor unions the necessity of a greater solidarity; the need for effort, sacrifice, and adherence to ideals. The meaning of the adage that "an injury to one is the concern of all" is being impressed upon the minds of the workers with telling effect. Misunderstandings, jurisdictional disputes, and other knotty problems which have arisen to distract and separate workers into hostile camps are now observed from different angles. Barriers of craft are ready to topple while the interests of all toilers is recognized as one.

The seamen's unions are organized along lines of greater solidarity than many of the other American Federation of Labor affiliates; but notwithstanding this fact they are far from meeting the industrial requirements. The sailors and longshoremen have realized for a long time that it was the manipulations of shrewd employers that has kept them apart; but it was only through the exigencies and tribulations of the latest lockouts of both organizations that they were finally agreed as to the error of the policy pursued.

Realizing their helplessness under the system of organization prevailing, both longshoremen and seamen have consolidated with other marine trasport workers of the Pacific Coast. The formation of a powerful federation of marine transport workers is now in full swing. Longshoremen, seamen, teamsters, warehousemen, launch and tugboatmen, and other bay, river and harbor workers are joining in one big federation taking in every port of the Pacific Coast.

The workers in the marine transport industry are surfeited with being broken piecemeal, and they intend to have an organization capable of successfully meeting attacks of the most powerful combination of employers. An industrial organization must be maintained which will keep pace with the trades associations of the commercial interests.

Attempts to subjugate and degrade the toiling masses can only be frustrated by economic power. Due to the fact that the interests of politicians and diplomats are irrevocably interlocked with the commercial elements of society; little relief can be expected along legislative lines, unless there is the economic power to support demands.

The Federation of Marine Transport Workers is only the initial step towards establishment of complete organization, in conformity with our national laws, and powerful enough to meet any combination of employers, or aggregations of wealth. When such structure shall be consummated those who would exploit, subjugate or degrade the workers will be restrained by a wholesome respect for the consequences of aggression. Such an organization, operated with an intelligence that would keep within the bounds of equity and reason, will go far towards eliminating the strike or lockout. It will make

(Continued on page 7)

PROBING PEOPLE'S LEAGUE

Why did the Attorney-General investigate the People's Reconstruction League?

Has the Attorney-General investigated the big business lobbies—the United States Chamber of Commerce, the Association of Railway Executives, the International Association of Meat Packers, and the National Coal Association?

Recently an agent of the Department of Justice called at the offices of the People's Reconstruction League and asked the executive secretary where the League got its money and what it was spending it for. He was given full information. The agent said he came under order of the Bureau of Investigation of the Department of Justice, but that he did not have any written order nor would he answer Mr. Marsh's question as to whether he was specifically told to come to the People's Reconstruction League. The secretary of the League has asked the Attorney-General to explain the proceeding, and has asked several United States Senators to investigate it at the proper time. The investigation of the League reminds us of several things.

As soon as the report of the Federal Trade Commission on the meat packing industry was published the United States Chamber of Commerce started a vicious and insidious campaign against the Federal Trade Commission. It published a pamphlet criticizing the Commission's report on the meat packers. These spokesmen before the Senate Committee on Agriculture referred to the Federal Trade Commission as the one utterly discredited by the Commission.

The United States Chamber of Commerce has an annual income of hundreds of thousands of dollars. Did the Attorney-General of the United States, before he investigated the People's Reconstruction League, investigate the joint funds of the big five packers, all of whom are in the Institute of the American Meat Packers, knowing that the Federal Trade Commission had reported that these joint funds were used?

"To employ lobbyists and pay their unaudited expenses;

"To influence legislative bodies;

"To elect candidates who would wink at violations of law, and defeat those pledged to fair enforcement;

"To control tax officials and thereby evade just taxation;

"To secure modification of Government rules and regulations by devious and improper methods;

"To bias public opinion by the control of editorial policy through advertising, loans and subsidies, and by the publication and distribution at large expense of false and misleading statements."

Did the Attorney General take time to investigate the use of joint funds of the big five packers before he investigated the People's Reconstruction League, which has a monthly budget of only about $700,000, but growing as the people understand what it is doing, and it asks a minimum budget of $25,000? Is he going to?

The Railway Executives can use unlimited funds which serve to influence public opinion. Did the Attorney-General of the United States investigate the $10,000,000 slush fund of the railway interests to be paid to influence public opinion in an effort to put across the Cummins-Esch law?

The National Coal Association has big offices and plenty of money. Some of its members are conspicuous profiteers. It has gotten certain publicity agencies to use its propaganda as news. Has the Attorney-General of the United States investigated the activities of the National Coal Association, and is he going to?

We ask these questions, and it is very pertinent that we ask them of the Attorney-General. The People's Reconstruction League does not object to having an agent of the Department of Justice swoop down upon it and ask where it gets its money and what it spends it for, provided the other lobbies at the National capital are investigated in the same way. We shall be glad to let anybody know where we get our money and what we do with it, but we have well grounded suspicion that the Attorney-General hasn't yet gotten around to investigate the lobbies which are spending millions of dollars in Washington. We believe that the American people, who are paying the taxes to support the Department of Justice, will charge the Attorney-General of the United States with wilful waste of public funds in investigating the People's Reconstruction League, which has nothing to conceal. The League is fighting the corporate interests, which have been profiteering for years upon the American public. The Attorney-General is asking for enormous appropriations of Congress to enable him to investigate and prosecute the profiteers.

The League's program, which is the only effective way to stop profiteering, includes: Prompt restoration of the railroads to unified Government control; legislation to control the meat packing industry; taxation of privilege instead of poverty, making our banking and credit system serve the people; control of natural resources; and opposition to universal compulsory military training.

Why does the Attorney-General, consciously or unconsciously, lend himself to the sinister purposes of the profiteers of America through his office while asking the people of the United States to pay him hundreds of thousands of dollars, supposedly to prosecute profiteers? The Attorney-General, to put it mildly, is inefficient and wasteful, and Congress should be careful to scrutinize his request for appropriation before giving him money to investigate organizations which are fighting for the public good.

Senator Robert M. La Follette, in his speech at the dinner of the People's Legislative Service on April 16, 1921, gave the following list of big lobbies in Washington:

1. The United States Chamber of Commerce;
2. The National Association of Manufacturers;
3. The American Association of Meat Packers;
4. The National Coal Association;
5. The Wholesale Coal Dealers' Association;
6. The National Petroleum Association;
7. The National Water Power Association;
8. The National Lumber Manufacturers' Association;
9. The National Association for the Protection of American Rights in Mexico;
10. The Lumbermen's Bureau;
11. The American Beet Sugar Association;
12. The American Cane Sugar Association;
13. The United States Sugar Manufacturers' Association;
14. The Hardware Manufacturers' Association;
15. The National Canners' Association;
16. The National Association of Real Estate Boards;
17. The American Railway Association;
18. The Association of Railway Security Holders;
19. The Association of Railway Executives.

The investigation of all these lobbies would be splendid occupation for the Department of Justice.

LEGION IS TABBED

In a letter sent recently to the national office of the American Legion at Indianapolis, the American Civil Liberties Union of New York summarizes the outstanding attacks on free speech and assemblage by posts of the Legion throughout the country in the Legion's national campaign to "uphold and defend the Constitution," and calls upon the present Legion officials to declare their attitude.

The memorandum prepared by the Civil Liberties Union is entitled, "The Lawless American Legion," and contains a detailed record of fifty incidents in the past year and a half in which members or posts of the American Legion have figured in attacks on radical or labor speakers or meetings. The summary lists ten cases of mob violence, twenty-two cases of breaking up or interfering with meetings, ten cases of attacks on radical or liberal speakers, and a few instances of strikebreaking and anti-German activities.

The instances cited concern activities chiefly against the I. W. W., the Non-partisan League in the West, and against radical labor leaders in the East. Most of the instances listed are in Middle-western and Western States.

In introducing the summary, the Civil Liberties Union says: "So far as we can learn, no occurrences, except the mobbing of Non-partisan League leaders at Great Bend, Kansas, and the attempted interference with the national convention of the Committee of Forty-eight at St. Louis, have been disavowed by responsible Legion officials, although in many cases they have stated that the action taken in the Legion's name was not formally authorized.

"The evidence frequently indicates that private commercial interests have used the Legion's members and the Legion's name for thir own ends. But the exhibit faithfully reflects the spirit which dominates the American Legion as a whole."

The ten cases of mob violence, all of which occurred between November, 1919, and May, 1921, were at Oakland, Los Angeles and Carpenteria, Calif.; Great Bend, Kansas; Missouri Valley, Iowa; Bayonne, N. J.; Cincinnati and Dayton, Ohio; and Lancaster, Pa. The twenty-two cases of

interference or attempted interference with meetings were fairly evenly distributed throughout the country, with four cases in Pennsylvania, two in Iowa, and single instances in California, Kansas, Kentucky, Massachusetts, Michigan, Minnesota, Missouri, Montana, New Jersey, New York, North Dakota, Ohio, Oregon, Rhode Island, Washington and Virginia.

Among the ten attacks on individual radicals and liberals are three in Kansas, two in Ohio, and other cases in Illinois, Kentucky, Minnesota and Washington.

Strikebreaking activities were reported chiefly during the outlaw switchmen's strike in 1920. Interference with the distribution of labor and radical papers were reported from New Jersey and Washington. Fritz Kreisler's concerts were stopped at Louisville, Cincinnati and Lynn, Mass., by action of the American Legion, and a local post attempted to prevent a Kreisler concert at Cornell University.

The Civil Liberties Union states that the record submitted is by no means complete, but that it covers the most significant cases. The letter to American Legion officials was sent by Albert DeSilver, director.

STATE FUND MAKES GOOD

"Experience has clearly demonstrated that the industrial accident fund can take care of itself, that it is absolutely self-supporting," declares the fifth annual report of the Wyoming Workmen's Compensation Department, prepared under the direction of State Treasurer A. D. Hoskins. Beginning six years ago with an appropriation of $30,000 from the State as a nucleus, the State fund established to provide accident insurance at actual cost is now in a position to go "on its own," according to the report. The department recommends that the original $30,000, together with all other sums since advanced by the State, amounting to $228,817, be returned to the State's general fund.

The favorable showing of the Wyoming State fund and the Compensation Department's recommendation follows similar action in Pennsylvania where the State accident insurance fund recently paid back to the commonwealth in full its original investment of $500,000.

By prohibiting stock insurance companies operating for profit from competing with State funds, as demanded by the American Federation of Labor, and already successfully undertaken in seven, notably Ohio, exclusive State funds, it is pointed out, make an even better showing than competitive State funds and result in savings of millions of dollars each year to industry, while at the same time permitting increasingly liberal benefits to injured workers and their dependents.

A NOVEL EXPERIMENT

The Weekly Bulletin, Canadian Department of Trade and Commerce, reveals the fact that the terminal elevators at Sydney, New South Wales, Australia, which have been under construction for some time, are now so near completion that the bins are being filled with the wheat resulting from the current season's harvest. The capacity of the storage bins is 6,000,000 bushels.

The first vessel to load a cargo of wheat in bulk at Sydney took in 4500 tons and was recently dispatched to the United Kingdom for orders. As the dunnage required for lining the holds is not available in Australian-grown woods, the timber has necessarily to be imported and the cost of lining is, therefore, a large item. In this instance the cost was £2619 ($12,745 at normal exchange) for the one ship, and as the cargo was equal to 166,000 bushels, the cost of fitting the ship was nearly 4d. ($0.08) per bushel. The cost of loading bagged wheat is estimated to be 10s. 4d. ($2.51) per ton less than that of loading wheat in bulk. Shippers and shipowners are, therefore, inclined for the present to be shy of bulk loading.

The varying gradations in temperature during the voyage are also a subject of concern. The cargo, after leaving the temperate climate of Sydney, passes through the colder southern latitudes, then through the equatorial regions, and finally through a colder climate again to reach its destination. How these temperature variations will affect the cargo is as yet undetermined. The recent shipment in bulk from Sydney is largely experimental, and it will be the only shipment until results are made known.

EIGHT-HOUR DAY IN FRANCE

By presidential decrees of April 29 and May 17, 1921, and after consultation with the employers' and workers' organizations concerned, terms are laid down for the application of the eight-hour law as of April 23, 1919, to workshops, yards, warehouses and offices connected with maritime transport in French sea-ports and river-ports accessible to ocean-going vessels, and in establishment of all kinds engaged in wholesale commerce.

Other similar decrees recently issued, the texts of which are given in the Bulletin du Ministere du Travail, January to March, 1921, have rendered the eight-hour day law applicable to saddlery, harness and leather goods making, shoe, slipper, sandal, galoche, etc., making, where five or more persons are employed; also to the corn-milling trade.

SHIPPING DECLINES

Merchant shipbuilding in all countries fell off nearly 900,000 gross tons for the quarter ending June 30 last, as compared with the previous three months, according to a report made public by Lloyd's Register of Shipping. This decline, the report said, is the sharpest recorded since construction reached its high peak in the fall of 1919.

American shipping dropped nearly 400,000 tons and British about 270,000 tons, with all other countries about 250,000 tons. No report was obtained from Germany.

Total tonnage under construction June 30 was 6,199,000 tons, of which the United States was building 717,000 and the United Kingdom 3,530,000.

Almost anybody can see a difference between arbitration compelled by active public opinion and arbitration compelled by the employer and administered by the employer's court.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark Street, Chicago, Ill.

[A complete List of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adeliade, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Langgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.
Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.
Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregados em Camara, Rue dos Benedistinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

Pacific Coast Marine

The lockout of seamen, which has tied up the steam-schooner fleet, is being felt by Tacoma mills, many of which are forced to close down.

Notice of assignment of the newly completed steamer "West Lewark" to the European-Pacific line was received by the Columbia Pacific Shipping Company. The three-deck vessel is scheduled to arrive at the Columbia River about July 16 to load between three thousand and four thousand tons of cargo for Europe.

The steamer "Harvard" has been tied up at San Pedro pending settlement of the maritime strike, according to announcement by officials of the Los Angeles Steamship Company.

When off Point Montara trouble developed on the "Admiral Nicholson" with the vessel's steam generator. A tug of the Red Stack fleet was sent out and towed the craft back to San Francisco. The vessel was bound out on her first trip since the strike to Santa Barbara and way ports.

John F. Blaine, former member of the United States Shipping Board, and his associates recently purchased the "Chillicothe," a full-rigged sailing vessel, for $25,500 at a marshal's sale at the Federal Building, Seattle. The "Chillicothe" was sold in satisfaction of a judgment for seamen's wages against Victor Fox of New York City, her former owner. Fox paid $140,000 for the vessel.

After months of effort at San Francisco, a concern has been formed to be known as the Pacific Steamship Claim Association. The purpose of this organization is to bring about a more harmonious feeling between the shipper and consignees, the steamship lines, and likewise between the carriers themselves. The prime object of the body will be the adjustment of claims on a more equitable basis and with more promptness.

V. N. Buchanan and M. K. Noell and thirty-one other officers and members of the crew of the sailing vessel "Moshulu," of which Frank O. Parker is master, have filed in the United States District Court a libel against the vessel. The complaint asserts the men signed to sail May 11, 1920, to Manila, by way of Melbourne, Australia, and that the vessel returned to San Francisco July 5 of this year. No money was received during the voyage for wages, although repeated demands for payment were made. The Court is asked to condemn the vessel for sale to satisfy a wages claim approximating $13,880.39.

Fifteen hundred cannery workers, who have been idle at San Diego for several weeks, due to the controversy between fishermen and cannery men regarding the price for albacore and tuna this season, are back on the job. American, Italian and Portuguese albacore and tuna fishermen announced that, after conferences extending over a period of six weeks, a satisfactory price per ton for the fish delivered at the cannery wharves has been reached. It is believed the new price will be $124 a ton, a reduction of $100 a ton under last year's top price. Ray Hawley, president of the American Fishermen's Protective Association of San Diego, scored the Standard and Union Oil companies for their failure to reduce the price of distillate to the fishermen or to participate in any of the recent deliberations with the canneymen and the fishermen.

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I have said that I would never be attorney for shipowners, until the seamen were shipowners. One of the purposes of my visit to Europe this summer is to acquire knowledge as to shipping conditions abroad and particularly to ascertain with what degree of success the seamen of Italy are operating ships.

Any seamen, who, with a view to becoming shipowners some time, are willing to form "a Seamen's Society for Savings" and will pledge to save one-fourth of their wages over their board and lodging per annum, said savings to be put in a depository that they themselves may select, please communicate with the undersigned.

SILAS B. AXTELL, 9 State St., New York City

Portland, Or., Letter List.

Ahlstrom, Ellis
Ahlstrom, Kilian F.
Apinaitis, Antony
Anderson, J. A.
Amundsen, Ben
Allen, I. J.
Allen, William
Anderson, Otto
Anderson, Axel
Anderson, Bill
Anderson, A. B.
Allen, E.
Bassin, George
Back, Christ
Bachman, Peter W.
Baker, Eddie
Beals, Chas. M.
Bjorseth, K. M.
Bennett, Chas. C.
Boria, Mike
Breen, Thomas
Bach, S. C.
Bakke, Eilif J.
Corrigan, Reul B.
Cooper, Oswald
Durett, Joseph E.
Doehring, Otto M.
De Mon, Earl
Danielson, Alben
Dietz, A.
Erickson, Emanuel
Erickson, Hans E.
Ellis, I. W. S.
Emmerz, Josef
Engler, Samuel
Elze, Carl
Fielding, P.
Forsberg, Swen L.
Framnes, A.
Fugman, Arthur
Foster, Clarence
Francis, William S.
Golden, Roy L.
Gilkison, A. F.
Gray, John
Gluck, Karl
Gorman, Peter A.
Gallery, Russell B.
Glaser, Jean
Green, Joe
Harris, Thomas
Hall, Robert E.
Halvorsen, Hans
Hopperman, H.
Holman, Martin
Hanson, William
Harris, John T.
Huber, Charles L.
Hanson, O.
Howell, E. W.
Hanson, Carl
Holman, Martin
Holstad, Lester
Henriksen, George
Hines, Leo
Hill, Charles
Holmes, M.
Homo, Gust.
Ingualsen, Arthur
Jensen, Emanuel
Johansen, Stefan
Jensen, Chris -2278
Johnson, E.
Johnsen, Ben
Jensen, E. Churs
Joyce, Dan
Koster, Walter
Klaver, R.
Karlson, August
Kopperman, H.
Kluck, Karl
Kaaveland, Thos.
Kennedy, Bart
Kelly, D. J.
Klepper, T.
Kortlz, Jack
Kraus, Jack
Larson, Chris
Lundgren, Gust
Law, H. C.
Lackey, Chas. H. M.
Lambers, G. B.
Leskinen, John
Lewis, H. S.
Lent, Frank
Langerud, Henry
McDonald, James
Miller, Winford
Mack, George W.
Martin, Charles
Mallkoff, Peter
Meyer, Robert
Morey, Art J.
Mikkelsen, Harry
Muldrose, W. L.
Markim, Bernard
Mackway, George
McGregor
Neuman, Alex
Neuman, John C.
Norberg, John E.
Norgaard, Henry
Norman, A.
Nelson, Peter
Nilsen, Christ
Olson, John
Olsen, Michael
Olson, Tom
Osterlund, A. J.
Peppert, Fred C.
Peterson, Carl A.
Petersen, William
Pettersen, John
Paterson, George
Petersen, Knut
Pursi, Ernest
Paysti, Anskelm
Preston, E.
Pope, Bert
Pehle, Frank L.
Rhodes, Russel C.
Redondo, Manuel
Rever, John T.
Rosenau, J.
Robertson, E. J.
Rengsdorf, W.
Sibley, Milton
Sadling, Axell
Spatig, Harvey S.
Sauer, O. K.
Samuelsen, Sigvart
Sanderson
Skaar, Jakol
Skubber, Hans
Skaar, O. W.
Swansson, N. O.
Smith, Carl J.
Sitts, Bud
Sinclair, P.
Sterner, Charles
Slade, I. S.
Sanders, George
Svansson, Ernest
Toomey, Paul
Thompson, Guy
Thornquist, Adolf
Tuhkanen, John J.
Tolman, W. E.
Torwick, H.
Taylor, Bert
Tingstrom, A. R.
Taylor, J. G.
Veits, Clayton L.
Weber, Fred C.
Westley, W. E.
Walter, E.
Wallace, Chess C.
Wiravamen, Geo.
Warnick, A. D.
Walters, Fred L.
Wohn, Otto
Wolff, Herbert
Wood, E. E.
White, William
Wurtanen, Frans
Willey, Edward
York, Chas. E.

REGISTERED LETTERS

Peterson, Carl
Behmar, Joe
Delgado, Nazario
Worgaard, H.

PACKAGES

Adams, H. C.
Heaps, James
La Born, Roy
Okasski, Wellington
Scarthland, Gunnar
Williams, Edward

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Douglas 1058. Residence Phone Prospect 2908.

INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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INFORMATION WANTED

Mrs. L. Greenberg, 31 Lambert street, Roxbury, Mass., is anxious to ascertain as to the whereabouts of Charles Kasak, a member of the Marine Firemen's Union of the Atlantic, last heard of in New York, October, 118. 6-22-21

Mrs. Margareth Watson is anxious to ascertain the whereabouts of her husband, John Watson, who left Seattle on board the S. S. "Jadden," and was then heard from in June, 1920, on board the S. S. "Quaker City," at Philadelphia. Anyone knowing his whereabouts, kindly communicate with his wife at 3420 Thirty-ninth avenue S. W., Seattle, Wash. 6-22-21

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va. 3-9-21

Anyone knowing the whereabouts of Charles Petersen, a native of Bergen, Norway, last heard of in 1916, address P. O. Box 673, Juneau, Alaska. His father, Peter Iverson, is anxious to hear from him. Kindly communicate with A. Johnsen, P. O. Box 65, Seattle, Wash. 7-20-21

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Weekly News Letter

Contributed by the American Federation of Labor

Legalized Kidnaping?

"Legalized kidnaping" could be applied to Senate Bill No. 657, which has been quietly slipped through that body and is now being considered by the House Judiciary Committee.

The bill would permit a San Francisco Federal Grand Jury, for instance, to secretly consider charges against a New York citizen that were presented by the District Attorney or Secret Service. If an indictment was found, a deputy marshal would go to New York, arrest the accused and return him to the Western city without a preliminary hearing in his home jurisdiction.

If a strike affecting interstate commerce was called in New York, and trade unionists in other sections of the country wrote letters in support of the strike, a Federal grand jury in Alaska could indict these unionists on the charge of conspiracy, have them rounded up by deputy marshals and brought to the Far North without a preliminary hearing in the locality where they live.

If the accused are acquitted, they will be paid mileage to their homes and necessary maintenance not to exceed $5 a day from the time of arrest. If the deputy marshal arrested the wrong person, the latter would have to prove this to the foreign court, as the proposed law makes no provision for preliminary hearings of any sort.

The bill is one of the most astounding that ever passed the United States Senate. It repeals every guarantee to citizens charged with crime, and arms Federal district attorneys, grand juries and detectives with a most powerful weapon.

It smashes numerous decisions by the United States Supreme Court—that an indicted person has the constitutional right to a preliminary hearing before he is removed to another district.

President Gompers headed a delegation of trade unionists that made formal protest to Attorney General Daugherty against this proposal, and similar protest has been made to the House Judiciary Committee. A. F. of L. affiliates have been warned of the pending danger and are urged to protest to members of that committee and to their Congressmen.

The members of the House Committee on Judiciary are: Messrs. Volstead (Minn.), Graham (Pa.), Dyer (Mo.), Walsh (Mass.), Reavis (Neb.), Classon (Wis.), Boies (Iowa), Christopherson (S. D.), Yates (Ill.), Goodykoontz (W. Va.), Hersey (Maine), Chandler (N. Y.), Foster (Ohio), Michener (Mich.), Hickey (Ind.), Thomas Jr. (Ky.), Sumners (Tex.), Montague (Va.), Wise (Ga.), Tillman (Ark.), Dominick (S. C.).

Recalls Pirate Days

According to cable dispatches from Italy, passengers on the American steamer "Pocahontas" will long remember their voyage from New York city to Naples. The thrilling tale would have a fitting climax if it stated that the vessel was completely manned by strikebreakers, recruited by the sea service bureau of the United States Shipping Board.

On leaving New York the strikebreakers in the engine room had trouble with the machinery, and the vessel was forced to put into Boston, where she collided with a pier. Starting across the Atlantic, she drifted in mid-ocean for days in an effort to repair the machinery, finally landing at the Azores, where the engines were patched up. Naples was reached after forty-three days at sea.

Cables from Italy state that the crew was insubordinate and that the engine room was half-filled with water, which caused the ship to list, bringing additional terror to the passengers.

All the dining room spoons were stolen, ashes were discovered in the dynamo, the rudder was disabled, and fresh water spigots opened. On one occasion two port holes were opened and the inrushing water destroyed a large quantity of supplies.

This portion of the ship's daily report indicates the trials of the officers with the "free and independent" crew.

"June 14.—All the boiler pumps stopped and all fires but one are out. Water continues to flood the engine room. Alfred B. Pablo placed in irons for refusing to obey orders, and Louis Prewath, oiler, imprisoned for abandoning his post."

The ship's record is a continuous story of incapacity, insubordination and destruction on the part of the strikebreakers, but the cables make no mention of the conditions under which the crew was shipped.

Wolves Guard Sheep

"Setting the wolves to guard the sheep" is Andrew Furuseth's comment on statements in the public press that the United States Shipping Board will work in the closest co-operation with the American Steamship Owners' Association, and that the board will consult with the ship owners.

"Come to think of it," said the executive of the Seamen's Union, "that policy is not new. It has operated for sixty years, with the exception of the passage of the seamen's law and during the war. In the latter period, however, the ship owners were dollar-a-year patriots.

"It was the ship owners who, in 1851 and 1884, secured exemption of their vessels from all liability, placing risks and dangers on the shipper and traveler, while the ship owner escaped the common liability of other business.

"In 1867 the ship owners drove the American boy from the sea by securing legislation that kept the benefits of the Thirteenth Amendment from American seamen.

"Through all these years it was on the ship owners' advice that ship builders held a monopoly which raised the cost of

(Continued on Page 11)

S. T. Hogevoll, Admiralty Lawyer, Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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ATLANTIC DISTRICT

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(Continued on Page 11)

The Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO
BY THE
SAILORS' UNION OF THE PACIFIC

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J. VANCE THOMPSON.....Editor
S. A. SILVER . . . . . Business Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES LABOR COUNCIL SAN FRANCISCO

WEDNESDAY, JULY 20, 1921.

INTELLIGENT EFFORT

The marine transport workers of the Pacific Coast are acting wisely in consolidating their forces into one big federation. The action is belated, but it is better late than never. In spite of the fact that the seamen's and longshoremen's organizations have been at loggerheads for a number of years, the great majority of the rank and file of both unions were with each other in spirit. The desire for more perfect solidarity has been with the men at all times, but it has been suppressed by faulty advice, until it became common practice for both seamen and longshoremen to be guided by policy rather than ideals.

The saying that "it is an ill wind that blows nobody good" was never better substantiated than by the fact that mutual misfortune has awakened and brought the marine workers together. They now realize the fact that the course previously pursued has been detrimental to all concerned. We must unite in spirit as well as in organization, even as we are compelled to suffer in common.

The Marine Transport Workers' Federation is yet in swaddling clothes, but it is destined to a strong and rapid growth. Born in the lap of adversity, it must be nurtured in a cradle of sacrifice and hardship. To hold back its progress will be impossible if the transport workers will make that quality of effort for its success which the aggressions of employers demand. Our field is world wide and possibilities are unlimited. The transport workers will not be content with merely striving for hours and wages, but living standards and conditions must be improved and advanced until we are enabled to enjoy the full product of our toil.

The present pressing needs is to compel recognition of our right to organize; respect for our rights under the law; maintenance of the eight hour day at sea and in port; a living wage and decent working conditions.

Last improvement must be made in the manner of employment, especially as this applies to seamen and longshoremen. We must assert our right to employment without interference of middle parties or bureaus. One of the most vicious hardships inflicted upon the longshoremen has been the methods of employment—where men have been compelled to hang around dock gates for hours every day for the doubtful privilege of being picked out from among the crowd for a few hours' work. This degrading system must be relegated to oblivion, along with like abuses pertaining to other marine workers.

We must build with strength that will not only achieve the objects enumerated, but we must affiliate with the international transport workers in all parts of the world, in order to be in a position to conserve the interests of workers abroad as well as at home, and to come to an understanding which will enable us to regulate our conditions of employment to the fullest extent. International action is necessary if we desire to succeed.

The time has arrived when the workers must either submit to slavery in groups, or they must assert their rights. Too long the size and weight of packages for transportation have been regulated by those who never handled them, while the workers have suffered rupture, injury and death in efforts to perform tasks beyond ordinary physical skill. We will not only regulate our hours, but the size and weight of packages, nature and conditions of cargo, and the measure of endurance, so that it is not strained to its fullest extent. Such cargoes as lime, cement, ores, fertilizer, nitre, etc., are of unhealthy and unpleasant nature, for the working of which a shorter workday should operate. Men should not be compelled to handle dangerous cargoes without the proper safeguards, or cases with broken and rusty bands, etc.; but until the workers are in position to have something to say about these matters, we shall have to accept such conditions as the combined employing class see fit to give.

With our representatives in every port of the world, and perfect solidarity among the workers, our right to a voice in industry can be asserted.

The various trades associations which have international affiliations point out to us the manner in which we can achieve our ends. They have seen fit to stop the wheels of industry at pleasure, because they had the power to do so, and their power lies in organization. Our power also lies in organization, which must include a consolidation of all the workers in one industry, and all the industries together in one federation.

Perfection of this system means hard work. Organize, educate and agitate.

A WIDOW'S RIGHT

The Labor Gazette of London recently published an interesting legal decision by the Court of Session in a case on appeal:

"By the provisions of the Workmen's Compensatoin Act, 1906, compensation is payable to a workman injured by accident only where the accident was one arising out of and in the course of the employment. No compensation is payable, however, where the injury is attributable to the workman's serious and wilful misconduct, unless the injury results in death or serious and permanent disablement.

"A seaman, employed on a British ship which was in dock in a foreign port, went ashore for recreation and got very drunk. To return to the ship it was necessary for him to climb a ladder forty feet high and eighteen inches wide. Two fellow members of the crew at midnight tried to help him up this ladder, but when he was nearly on board he let go his grip, fell into the water and was drowned. His widow and dependent claimed compensation under the Act, but the claim was resisted on the ground that the accident was not one arising out of the deceased's employment. The Sherig-Substitute adopted the contention of the shipowners, and refused to award compensation. The widow appealed.

"The Court of Session allowed the appeal. The Court held that the excessive consumption of intoxicating liquor did undoubtedly conduce to the accident. This drunkenness was serious and wilful misconduct, but as the accident proved fatal the conduct of the deceased was irrelevant. The accident consisted in a fall from a high ladder which the deceased was obliged to mount to do his duty in returning to his ship. This was an accident to which, by his employment, he was peculiarly exposed whether he was drunk or sober. It therefore arose out of, as well as in the course of, the employment, and the widow was entitled to compensation."

It is peculiar how those British Courts interpret the law. They seem to place a certain value on the workers, and even go to the extent of permitting human rights to take precedence over the "divine rights of property."

In this particular case the shipowner was unable to rob the widow of her compensation, but we shudder to imagine what would have been her chances before one of our own tribunals. In the event of her claim receiving any consideration in one of the lower Courts, the widow would probably have found herself confronted with the necessity of financing further appeals right up to the illustrious Supreme Court of the United States.

She would have to match wits with armies of corporation lawyers, fixers, adjusters, agents, etc., and would be compelled to struggle through years of expensive litigation, and finally get it where the turkey receives his around Thanksgiving time.

What a chance she would have against predatory wealth! Where would she get a Judge to maintain that the widow was not responsible for her husband's drunkenness? It would be of interest to know where we could get a Judge that would maintain that the conduct of the deceased was irrelevant in a case of like kind; or that mounting a tall, narrow ladder to climb aboard ship, while off duty, was germane to regular duty.

MUNCHAUSEN GROGGY

We always nursed the opinion that a great number of wet-nosed college vacationists, who went to sea as scabs, did so with other motives than the urge of class consciousness. Many of them with literary aspirations, desire to emulate the example of Jack London, Rex Beach, et al.; and from what is transpiring when these

"rovers of the deep" get back home, there is every evidence of a select Ananias Club among them. Munchausen will have to take a back seat from the date of the following, which appeared recently in the press at Portland, Ore.:

"How three Chinese river brigands were warded off and slain on board a small Chinese river steamer near Canton by six University of California students after the pirates had subdued the officers and crew of the steamer, was told at San Francisco with the arrival from the Orient of the transpacific steamer 'Columbia.'

"The college men were student officers upon the 'Columbia.' They had gained five days' leave while at Shanghai and took the river steamer to Canton. On the first night out, three pirates drew up in a small boat and boarded the vessel. They lined up everyone aboard and had started to go through their pockets when one of the Americans shouted:

"'Give them the ax, boys.'

"With that the six sprang at the pirates. Using the fire axes, fire hose nozzles and belaying-pins as weapons, the Americans pressed the fight until the Chinese were killed. The fight was witnessed by two American school teachers, Miss May Manning and Miss Ruth Rideout, touring the Orient, whose jewelry the brigands were in the process of removing when the Americans 'broke loose.'

"The college men were A. D. Elb, W. L. Thacker, Leland Noe, James Vance, Jack Taylor and Robert Clarke, medical students at Berkeley."

The foregoing is great propaganda to pour into the ears of the dolls on moonlight nights. They might believe it; and with the addition of a little glace fruit, the hero can find favor in their eyes.

However, if these students' medical skill does not improve over their ability to select subjects for imagination, they will never have to make excuses of overwork to patients.

SUPPRESSION A FAILURE

The fact has long been known that you cannot purchase the love of a woman or the wag of a dog's tail; neither can these things be beaten out of them. The natural desire for organization cannot be killed by disruption or destruction of the unions. The idea has come to stay and the sooner employers realize that fact the better for themselves and everyone concerned. An idea cannot be destroyed by repression.

Likened to crushing a chocolate with the thumb, it can be spread out over more ground, but the chocolate remains there just the same.

When the San Francisco Chamber of Commerce disrupted the Riggers' and Stevedores' Union of San Francisco they congratulated themselves on a job well done. They compelled organization into an association of their own construction, but many of the men who were forced by starvation to accept degradation at the hands of the employers still cherish the desire for real unionism even if it has been temporarily suppressed.

The future will prove that the gloating of the open shop advocates was entirely premature.

BRITISH SEAMEN IDLE

The Labor Gazette reports that during the first week of May, employment among seamen was exceptionally quiet, and though there was a little improvement in the following week at some ports, there was a further decline towards the end of the month, when employment generally was slack, shipping at several ports being reported at a standstill. The supply of all ratings at the different ports continued to be abnormal, and a good deal of destitution was reported to exist.

The number of seamen whose unemployment books or out-of-work donation policies were lodged at Employment Exchanges on May 27 was 37,410, compared with 32,660 on April 29 and 20,613 on March 24.

On the Thames, employment was reported as quiet; there was a temporary improvement in the middle of the month, but it was not maintained and a large number of men were unemployed. On the Tyne, employment was very bad, there being practically no demand for seamen in the third week, and a very large number of men remained without engagements. On the Tees, the demand was moderate in the first fortnight of May, but bad for the rest of the month. On the Wear, there was some little demand at the begining of the month, but this afterwards fell off, and during the rest of the month there was practically no demand for men. At Hull the demand was very small in the middle of the month, and, although the number of engagements increased somewhat in the last week, there was a large surplus of labor. At Goode and Grimsby there was great slackness, shipping being at a standstill through the coal stoppage. At Southampton employment improved somewhat in the latter half of the month, but the majority of the men signing on were for liners, and many remained waiting for berths. On the Bristol Channel employment was slack, and there was a large number of men unable to obtain engagements; at some ports matters were at a standstill at the end of the month. At Liverpool there was a falling off in the foreign-going engagements in the early part of May, but a partial recovery took place later on in the month; a large number of men, however, remained unemployed. On the Clyde employment was almost at a standstill owing to a local labor dispute, and a large number of men were without engagements. At Leith and Dundee the demand was exceptionally small, a large number of men being unemployed. At Aberdeen employment was abnormally slack during the month, many men remaining unemployed. At Dublin and Belfast, although there was some activity in the middle of the month, employment on the whole continued poor.

A little dose of adversity has a tendency to relieve expansion of the dome as well as the bread basket. It is the best medicine yet discovered for making the wage slave realize that his noodle is for other purposes than that of a hat rack. An empty paunch affects us all alike and is the strongest spur to action, especially brain action, and it is the boss that brings the results.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., July 18, 1921.
Regular weekly meeting came to order at 7 p. m., J. Vance Thompson presiding.

ED ROSENBERG,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

ED ROSENBERG,
Secretary pro tem.

Vancouver, B. C., July 11, 1921.
Situation satisfactory.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, July 11, 1921.
Situation satisfactory.
A. KLEMMSEN, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, July 11, 1921.
Situation satisfactory.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403

Aberdeen Agency, July 11, 1921.
Situation satisfactory.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, July 11, 1921.
Situation satisfactory.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, July 11, 1921.
Situation satisfactory.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, July 5, 1921.
Situation satisfactory.
JOSEPH FALTUS, Agent.
P O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., July 14, 1921.
Secretary reported situation unchanged.

EUGENE STEIDLE,
Secretary.

86 Commercial Street. Phone Kearny 5955.

Seattle Agency, July 7, 1921.
Situation unchanged.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, July 7, 1921.
Situation unchanged.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street. Phone Broadway 2989.

San Pedro Agency, July 7, 1921.
Situation unchanged.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

TRANSPORT WORKERS AWAKE

(Continued from Page 1)

predatory interests chary of launching ruthless aggressions upon the rights, liberties, and living standards of the workers.

The transport workers of the Pacific Coast have been shown in the most effective manner, by hard knocks and adversity, wherein their system of unity has been lacking, and with a broader conception of what constitutes the quality of solidarity necessary to freedom and peace, they have set out to make their organization capable of meeting any emergency. In this manner is launched the Marine Transport Workers Federation of the Pacific.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

Washington, D. C., July 9, 1921.
Editor THE SEAMEN'S JOURNAL:

Enclosed please find a clipping sent to me from New Orleans. It is entitled "High School Seamen Injured on Vessel":

Vernon Strawhand, son of Mr. and Mrs. T. L. Strawhand, 641 Graydon avenue, a high school student, is confined to his bed by a crushed foot, suffered when a girder fell on it on board the steamship "New Orleans." Physicians say the injury is not very serious, but it will keep young Strawhand in bed for about a week. Then he will have to use crutches for another four weeks.

Young Strawhand and Oswald Bonney, Jr., son of Mr. and Mrs. O. L. Bonney, 718 Armistead Bridge road, had shipped for a cruise to Europe on the Shipping Board vessel "New Orleans," which was anchored at Newport News. They were working on deck, helping to lower girders across the hatch, when one of them, weighing about half a ton, fell on Strawhand's foot. Bonney accompanied him home, but before leaving told the first mate that if he was not back by night he wasn't coming back. He decided not to go back.

University men and high school graduates here in the United States seem to take some delight in breaking strikes. It is rather remarkable, and speaks volumes for educational institutions, that their pupils should consider it their privilege, their duty, or a real lark to act as strike-breakers.

I was born in Europe, and my early days were spent there. When I first learned of students and high school boys acting as strikebreakers I was horrified. I could not understand the mental attitude that would cause them to act in that way. I could not understand the atmosphere that necessarily must exist in the institutions of learning and in the higher schools that could make such action on the part of the pupils possible. In Europe I had been accustomed to look upon students as being young men, mostly clean-hearted, clean-minded and leaders of any movement of human progress. The thing that I found here astonished me, and for the time being, brought me very acute pain. The leaders of human progress thought it their duty, or looked upon it as a lark, to help the employer to keep starvation wages or to preserve conditions that tended toward the establishment of industrial absolutism.

My later study of American institutions, of the history of the French Revolution and of social movements here in the United States has made me look upon such actions by students and high school pupils as being perfectly natural, and for the following reasons:

First, the French Revolution was an effort on the part of the commercial and professional classes to seize upon the world's government to annihilate those who stood in their way and to take to themselves all the powers, privileges and emoluments then held by the then governing class, the nobility and the clergy. The main fear of the Girondins was the fear that the revolution might go so far as to abolish privilege, and interfere with private property, no matter how it was obtained. I think it might be stated truthfully that the sum total attainment by the French Revolution was the abolition of the power of the King, the nobility and the clergy, a substantial abolition of the rights and prerogatives that this then governing class had through what is known as feudal law.

Second, while the Declaration of Independence and the Bill of Rights adopted in the United States went directly towards the establishment of equality of opportunity, equality before the law, and equality in industry, yet the Constitution, as alopted, concerns itself mostly about the preservation of property.

Third, the development of modern society since the French Revolution tended towards the establishment of a new aristocracy and a new governing class built upon wealth and industrial privilege. In other words, we are traveling the same road that Europe traveled during the early middle ages, but our basis is wealth in lieu of land and blood.

Having these things in mind and knowing from what class of modern society in America comes the predominating number of students in the universities and in the high schools, it is not to be wondered at when they exhibit all the earmarks of the consciousness of the class to which they are either born or in which they are seeking entrance. It would not be natural, therefore, if the student at the university and the high school boy here in America should not think of an industrial strike or the resistance of an industrial lock-out on the part of the working people as an attack upon the class he is in or in which he seeks to enter. Of course, there are, because there must be, students who resist the atmosphere in which they are moving and resent the idea that they should permit themselves to be used for any purposes to establish an iron-bound industrial feudalism, with the seamen tied to the ship, the miner to the mine, the railroadman to his train, etc., under pain of penal punishment for quitting the service of his "master." and those students who are necessarily in the minority must feel like a fish out of water. They are not in their right element. And, yet, such students and high school boys as have such thoughts are the salt of the institutions to which they are attached, and they are to be pitied for the fight that they must put up more than the others who are to blame for following their own instinct.

That some of these young fellows go to work in occupations of which they know nothing, and hence are hurt, is a natural result of the university atmosphere. They have at least an unspoken contempt for the man who is nothing but a working man. Because they can do a sum in arithmetic and are perhaps able to write a decent English letter, or have some little smattering of history or geography, they think they can do any kind of work which a mechanic or a transport worker is doing. Their contempt for what they usually call physical labor, the expression used as to those men that they are "hands," is so prevalent in the atmosphere in which they live that, of course, they think themselves immeasurably superior to any man who has spent years to learn to do a kind of work about which they have no knowledge, and for which they have nothing but contempt. They seem to think—and I presume they do think if they think about the matter at all—that there is such a thing as actual unskilled labor, labor that means "hands" only. Yet, if they were to give the matter a second thought they would not be able to point to a single one who is really mentally deficient or mentally deranged, who could or did do any kind of labor whatsoever. There is no such thing as unskilled labor; that there is no such thing as purely physical labor is so obvious that this evidently never occurred to them. But what shall we say of the institutions of learning that send out each year into the world hosts of such men to be what they choose, to denominate leaders of modern society? If those young men are to be of any value in the world at all they will have to unlearn most of what they learned at those institutions of learning. It is nothing short of disgraceful to the institutions, but considering the young men in question, it is not only a pity, it is a crime.

ANDREW FURUSETH.

REFORM NEEDED

Misleading prospectuses, financial reports and other statements calculated to hoodwink the public are issued in shocking numbers in this country. Fleecing the American public by such tactics has gone on to an appalling extent during recent years. Yet how many of the wrongdoers have gone to jail? A few of the Ponzi stripe, whost methods were particularly flagrant, have been sentenced; but that's about all. They do things differently in England. The cables announce that Thomas Farrow, founder of Farrow's Bank, which failed last Christmas, has been "sentenced to four years' penal servitude on conviction of having published a report and balance sheet which he knew to be false." One of his associates was also sent to prison for four years and another for one year.

Note that the crime was publishing a false report and balance sheet. If every man responsible for issuing false and misleading reports and balance sheets in this country were sent to jail, there would be a building boom. Our laws covering such matters are disgracefully lax. An individual or a company can issue any kind of a prospectus or other financial statement in this country without danger of imprisonment. Laws with teeth in them are sorely needed to catch the swarms of unscrupulous promoters and others who extract several hundred million dollars every year from the pockets of unwary "investors." There have been ongoings higher up, also, which have not been creditable. It is questionable, however, whether reform of our laws could do as much here as a reform of conscience.—Forbes Magazine (N. Y.).

The principle of compulsory arbitration, i. e., enforced labor, may with equal propriety be extended to enforce idleness, to enforce starvation—in other words, to inflict death.

CLIPPER BOW ON WARSHIPS

Replacing the blunt prow that gave them the appearance of floating fortresses, the navy's new battleships and battle cruisers show a return to the clipper bow of former days. From most angles the new bow gives the great fighting craft the graceful appearance of a fast yacht, but coming head-on the idea of its resistless force is betrayed most forcefully.

The distinctive bows of the United States battleships, which began with the "New Mexico" class (No. 40), designed in 1914, and appearing also on the new battle cruisers, are due to a number of circumstances. It should be remembered that large naval vessels are required to anchor and get away from their anchorages on numerous occasions at short notice, and rarely, indeed, does a battleship or large vessel tie up alongside a wharf as does a commercial vessel. They always anchor in a stream, communication with the shore being effected by means of small motor craft.

The anchors are large, bulky and heavy, weighing about ten tons each, and, taken in connection with the strong chains to which they are attached, involve the utmost care in design that they will manipulate and stow properly in service.

It used to be the practice to have in the "eyes" of the four hawse pipe, two on each side, the anchors, usually three in number, ready for service. They were stowed in three of them, selected at the pleasure of the captain.

It can be readily understood that in dropping these anchors they must not touch the portion of the ship's hull below the water, as their great weight and consequent blow would damage the hull and cause it to leak. Damage also would result in striking the hull in the operation of hoisting the anchor aboard.

Development in the shape of vessels to permit them to pass through the water with the least resistance discovered in the experimental model basin at Washington, required an unusual and broad shape below the water at its extreme end. This shape, generally referred to as the "bull" or "bulbous nose," added difficulties in operating anchors when stowed in the old-fashioned way.

The next step then was to place the hawse pipe and anchors as far away from the offending "bull nose" as possible. Naturally, an extension forward offered the best solution.

Models were prepared of the conventional and new types of anchor handling, and it was then found in the case of the clipper bow that many of the objections previously encountered disappeared. Some other advantages resulted from the adoption of the clipper bow—the forecastle deck is not so wet in bad weather, one hawse pipe is saved entirely and the vessels ride at anchor much more satisfactorily.

The greatest advantage of the clipper bow is the superiority of the water-line anchoring arrangement, with the added safety of the ship.

This beautiful clipper bow therefore is a distinguishing feature of the modern capital ships of the navy and is an illustration of the initiative of the American naval designer in meeting and solving a difficult mechanical problem.

THE AMERICAN PLAN

I have just read an announcement that the Steam Schooner Owners intend to run their ships under the American plan. Good old U. S. A.! How strange those words sound when placed alongside the words "open shop." It seems that the word American would be synonymous with scab, if certain un-American gentlemen were permitted to have their way. But that is nothing strange; think of what has been done in the name of Jesus Christ.

The announcement I refer to appeared in a yellow-covered periodical called the Shipping Register, and, judging from the article in which the announcement appears, the proprietors have chosen a very appropriate color for the cover of their organ.

The article goes on to say that a fair offer was made to the unions, and that its acceptance was defeated by Vance Thompson, editor of the Seamen's Journal, whom this yellow paper asserts is a Red because he spoke for the rejection of their offer. Let me say that there was no necessity for anyone to attempt to influence the members of the Sailors' Union to reject such an offer from the ship owners; and, inasmuch as the vote stood over 1600 against acceptance to 58 for acceptance, and the vote in other coast ports ran the same ratio as headquarters, no influence is perceptible. The one clause—that stipulated we should be obliged to work with non-union 'longshoremen—assured its defeat from the very beginning. What do they think we have kept away from their ships for during the last two months? If we are ready to go to work with scabs we can do that without signing any agreement and without sacrificing our self-respect. But we were not ready to do that, as anyone could tell who had the satisfaction of hearing the angry roar of disapproval when Secretary Rosenberg spoke in favor of accepting the insulting terms.

The yellow Shipping Register lauds Rosenberg for his half-hearted and whining attempt to induce us to accept the offer. But it calls Thompson Red. If they mean that any man is a Red because he places his service to the union above his salary, then there are thousands of Reds in our union, and I myself am a Red.

Rosenberg is fond of the phrase, "Dark clouds looming on the horizon," but he forgets that "every cloud has a silver lining." We know that the steam schooners cannot make it pay with scabs, who have never seen a stick of lumber, besides being indifferent or totally inexperienced seamen. Sooner or later they will want to take union crews.

Let us wait. We can wait longer than they can, because we can work at something else while we are waiting, but if they do not soon reorganize their business efficiently some one else will take it from under their nose.

J. P. H.

The fighting qualities of the wildcat is respected because it never quits from having a little skin torn from its hide.

WEALTH OF NORTH DAKOTA

A few years ago the State of North Dakota, by due process of law, started a movement whereby it could be of special service to its citizens. This service is the making of loans to the farmers, and about 80 per cent of the inhabitants of the State are farmers, while 16 per cent of the people depend in some form or other on agriculture for their means of livelihood. While North Dakota at the present time produces 15 per cent of all the hard and spring wheat raised in this country, there is still plenty of room for more farms. In fact, the unbroken soil of the State could provide 100,000 more farms of 160 acres each.

It takes money to buy land, and many farmers are not in a financial position to buy land, livestock and machinery for cash. They must have loans or mortgages on their property, and it is here where the State offers to provide the necessary help. North Dakota has authorized the sale of a bond issue of $3,000,000, and the interest on these bonds is 5¾ per cent per annum, and the denominations are in $100, $500 and $1000. The bonds date from July 1, this year, and mature in the years 1931, 1936, 1941 and 1946-1948.

From the standpoint of security, we know of few bond offerings which can show a better and more stable security than these North Dakota bonds. From our observation and investigation, the bonds have behind them a security which is as strong as the proverbial Rock of Gibraltar, and in safety they compare with a United States Government Bond.

North Dakota is not only famous as a great grain raising State, but it has also extensive coal areas. In fact, the lignite coal deposits of the State are said to be about six hundred billion tons. Furthermore, there are extensive areas which contain vast deposits of brick, tile, fire and potter's clay of high grade quality. The farm lands of the State have a present valuation of about $1,350,000,000. The farm improvements and equipment amount to about $400,000,000.—From Journal of Commerce, Philadelphia.

BACK TO THE FARM

Jobless young America is going back to the farm.

The fighting Yank who left the plow to go to war and then remained in the big cities after he had returned has found starvation wages and rainy nights on park benches too much even for his fighting blood.

An approximate of 1000 men have been leaving New York weekly, and there are still nearly 500,000 men out of work in that city.

Thousands of ex-service men are congregated in New York, unemployed and not able to get away as quickly as desired, owing to lack of funds for transportation.

Among the astonishing medley of new theories being attempted at English schools is a sort of setting up of a soviet in the class. In the co-educational school the boys and girls are instructed to decide for themselves just how they shall be marked by their master and how and what they shall study.

WASHINGTON LETTER

(By Laurence Todd)

Facing the Inevitable

"We have lost a battle, but we will win the campaign," is the slogan sounded by Andrew Furuseth, president of the International Seamen's Union of America, in a circular letter to the members of his organization upon the recent decision of the membership on the Atlantic and Gulf Coasts to declare the strike off. These men have gone back—where they could get back—at any terms which the private shipowners or the Shipping Board prescribed. The men on the Pacific Coast, having a better hold on the situation, are confident of winning a satisfactory agreement with the owners.

The struggle on the Atlantic lasted two months. The heart was finally taken out of the seamen by the decision of the Marine Engineers' organization to quit the fight. The Marine Engineers had little previous experience in strikes, and the bulk of the seamen on the Atlantic were new recruits to unionism. With the Shipping Board lined up on the side of the shipowners, the outcome was inevitable.

But now comes a possible turn of the tide. Back on the ships, the sailors and marine firemen and cooks and stewards are armed with the law—the LaFollette Act—to enforce their demands for certain conditions. For example, they are entitled to the three-watch system for firemen, and the two-watch system for sailors. Then, when in port, they are entitled to draw half their pay. They are entitled to tie up the working of the ship if these rights are refused them. Men really determined to establish their legal rights on American vessels have abundant opportunity to do so.

Furuseth points out that while the I. W. W., the O. B. U. and other elements hostile to old-fashioned trade unionism may charge that the loss of this battle with the shipowners and the Shipping Board is due to the craft form of organization, it is nevertheless true that similar battles waged by the industrial unions of the seamen in France, Holland, Sweden and Norway have likewise been lost, while nowhere can the advocates of industrial organization point to a victory. He concludes that victories do not depend upon the form of organization, but upon the spirit and devotion and strategy of the men comprising the union. He holds that the Seamen's Union still commands its own fate. It can win this campaign, regardless of the dropping away of the cowards and quitters, and it is going to do so.

Machinists Show Activity

Bringing the latest reliable information as to what European labor is planning toward disarmament and peace, William H. Johnston, president of the International Association of Machinists, will reach New York on Sunday. He comes from Berne, Switzerland, where he conferred on various proposals for the stopping of manufacture of munitions of war with the officials of the International Federation of Metal Workers.

Great curiosity exists among the Machinists as to the reasons which led the Russian Government to refuse to admit Johnston to that country. Their officials here are inclined to think that W. D. Haywood and the I. W. W. had a great deal to do with it. Indeed, the I. W. W. seems to share that view, for there appeared in certain railroad shops in Chicago last week a small leaflet which declared that Haywood had personally taken to Lenin a copy of a book called "The Lizard's Trail," written following the Harriman shop strike of ten years ago, attacking Johnston and certain other international officials of the shop craft unions as having failed to properly support the strikers. The Chicago leaflet declared that Lenin read the book and then refused to consider permitting Johnston to set foot in Russia.

The net outcome of the trip of Johnston and Chief Counsel Mulholland of the Machinists to Europe is that they have gathered a considerable fund of information as to the purposes and immediate program of European labor, and have made a special study of labor's co-operative trading and banking activities. This knowledge will assist the Machinists in their own business ventures, which are steadily broadening.

Secretary - Treasurer Davison is in Mexico City, attending the convention of the Mexicon Federation of Machinists. He is to confer honorary membership in the International Association of Machinists upon a number of the prominent liberal chiefs of the Mexican Government, and is to negotiate certain contracts which will make his union the adviser of the Mexican Government in placing contracts for machinery and rolling stock in this country.

From Orizabo, Davison wired on Thursday to Acting President Fechner here, asking that protests be filed immediately with the State and Navy Departments against the sending of American warships to Tampico, where some ten thousand to twenty thousand oil workers have been locked out by the American oil corporations in reprisal for President Obregon's decree increasing the rate of taxation upon Mexican oil. These corporations are refusing to comply with the Mexican law, which provides that in case of dismissal an employe must have either ninety days' notice or three months' pay in advance.

Fechner carried the protest immediately to the Navy Department and to Mr. Gompers, who, in his capacity as president of the Pan-American Federation of Labor, sent strong letters to the Secretary of State and the Secretary of the Navy. Meanwhile Senator LaFollette introduced in the Senate a resolution forbidding the use of American naval forces in the Tampico oil fields dispute.

Catholic Unions Lose

Quebec newspaper clippings received at the headquarters of the International Association of Fire Fighters, tell of the collapse, after forty-eight hours, of the recent strike of the organized fire fighters and policemen of that city. This was the only instance in Canada where the National Catholic Union had organized the fire fighters and policemen. They had demanded an increase in pay of some $1.50 a week, when they were getting about $19 to $20 a week. The industrial arbitration board ruled against so large an increase, and they went out. But their clerical leaders, who are seeking to raise a religious and nationalistic barrier between the workers of French Canada and those in the A. F. of L., insisted that they surrender at once. Nearly one-fifth of the three hundred men who struck were suspended when they returned to work. The incident is a hard blow to the National Catholic Union in its attempt to supplant the A. F. of L. in the St. Lawrence valley.

Unemployment Increasing

Unemployment figures just issued by the Department of Labor show that the number of jobs available in establishments that normally employ over five hundred persons each has fallen 2.9 per cent in June, as compared with the May report. Thirty-nine out of sixty-five cities covered by the survey report a decrease in employment in the big shops and factories.

Living Costs Still High

At the same time the department issues a report showing that food prices, at retail, increased 2 per cent in Chicago and 1 per cent in Denver from May 15 to June 15. In New Haven and Scranton there was a decrease of 2 per cent, with a drop of 1 per cent in Portland, Me., and no change in Norfolk or Milwaukee. For the past year the decrease in retail food prices is reported as 39 per cent in Louisville, 38 per cent in Denver and Milwaukee, 36 per cent in Chicago, 34 per cent in New Haven, 33 per cent in Scranton, 32 per cent in Portland, Me., and 30 per cent in Norfolk.

These figures on food costs will be welcome enough to the holder of a steady job which pays a living wage. The Denver convention of the A. F. of L. laid down the rule that wages should be based upon a just return for service performed, and not upon the cost of living. It got away from the theory of the "fodder wage" as a sufficient ideal for labor. But wage reductions continue, under the terrific pressure of organized profiteering, brute force, unemployment and fear. And as unemployment and terrorization proceed, the significance of the market price of beans and eggs will grow less and less.

The issue before American labor, and particularly the labor employed in the railroad, coal, lumber, building and other basic industries, is how to provide regular employment and more than a living wage, and how to break the drive of the State Cossacks, company guards, private detective bands, misled legionaries, chambers of commerce and other elements seeking to destroy the organized workers' civil rights under the law.

Labor Loses a Champion

Seth Shepard of Washington, one of the ablest and most eager defenders of the civil liberties of this nation, among the younger members of the bar, died recently. He had taken a leading part in the fight for industrial democracy before the Courts, before the Postoffice Department in The Call case, and within the Episcopal Church. He had, as a lecturer in the law school of Georgetown University, effectively forwarded the gospel of human rights above property rights. His passing, at 36 years of age, is a far-reaching loss to the cause of liberty.

The child who demands the union label wields more influence than the man or woman who strikes. The strikers' place may be filled, but there is no substitute for the union label.

WEEKLY NEWS LETTER.

(Continued from Page 5)

American vessels and drove American capital under foreign flags.

"Now we are told that these same influences will aid the Shipping Board in building up a merchant marine. Once again are the wolves set to guard the sheep."

The Shipping Board announces the appointment of three vice presidents to direct the emergency fleet corporation. Two of them, J. B. Smull of New York and W. J. Love of Baltimore, were the unanimous choice of ship owners, it is stated.

"Liberty's Foes Are Within"

The people's liberties are endangered by alleged champions of liberty, and a free press is the greatest protector of liberty, declared Senator Borah in a newspaper statement on the significance of July Fourth.

"It may seem incredible to many, but to me the most vital problem in American politics at the present time is the preservation of the great guarantees of civil liberties found in our Constitution and so long supposed to be secure and indispensable," said the lawmaker.

"It may seem still more incredible when the opinion is confidently ventured that these principles, the safeguards of our liberties, are not so much in danger of those who openly oppose them as from those who, professing to believe in them, are willing to ignore them when found inconvenient to their purposes.

"The former we can deal with, but the latter, professing loyalty, either by precept or example, undermine the very first principles of our Government, and are by far the more dangerous. It is said that Augustus Caesar finally robbed the Roman people of all their rights and privileges at the very time when he was leading them to believe he was their most zealous defender.

"One of the most common traits of the political pharisee—the man who is always professing great devotion to the Constitution and always betraying it or disregarding it—is that of constantly expressing the fear that the people may have their minds poisoned by false doctrines; hence, the necessity of censoring the press and circumscribing public meetings and arbitrarily punishing men for expressing 'dangerous' views.

"As a matter of fact, there is no one more difficult to lead astray and no one in whose keeping the true principles of free government are so safe as the average citizen. There is no tribunal before which the advocates of false, foolish, or disloyal theories may be tried with such implicit confidence of favorable results for order and law and free government, as the tribunal of the American people as a whole. A small per cent may be moved or misled, but let the political body as a whole test out the worth of any proposition and the community will be more wholesome and the public will be safer and the people will be more self-confident and more fit for self-government from the experience.

"In the days when a band of noble Englishmen were fighting for a free press, free speech for protection against arbitrary arrest, and for the right of peaceable assemblage, one of England's most eloquent men said: 'Give me but the liberty of the press and I will give the minister a venal house of peers; I will give him a corrupt and servile house of commons; I will give him full swing of the patronage of office; I will give him the whole host of ministerial influence; I will give him all the power that place can confer upon him to purchase submission and overawe resistance; and yet, armed with the liberty of the press, I will go forth to meet him undismayed; I will attack the mightier fabric he has reared with that mighty engine; I will shake down from its height corruption and lay it beneath the ruins of the abuses it was meant to shelter.'

"It was this fine insight and great faith which moved the framers of the Constitution to build in the integrity of their conviction."

"Freedom" in Porto Rico

San Juan, Porto Rico, July 16.—The tobacco trust's lockout of 10,000 cigar workers, launched last December in an effort to reduce wages and smash unionism, is still on.

Armed policemen await the word of trust underlings to club and shoot down the workers. Men and women have been railroaded to jail by the hundreds, wounded by gunshots and sentenced to long terms in jail for alleged misdemeanors. In many instances they have been refused bail and denied consultation with friends and attorneys. Homes of the strikers have been raided, and they have been attacked on the streets without warrant by policemen.

Despite these outrages, which are intended to break the workers' spirit, they are as determined as last December. The Cigar Makers' International Union is standing behind the strikers.

The fabulous profits in war munitions are indicated by a suit filed at Washington, D. C., by a Los Angeles inventor, who claims $6,250,000 for commissions on the sale of a shell that he invented. A New Jersey concern manufactured five million of these shells, which were sold to the Government for $25 a piece, or a total of $125,000,000.

NORTH DAKOTA KEEPS FAITH

Some time ago The Bank of North Dakota purchased from a wholesale paper firm twenty thousand lithographed ledger sheets at a saving of $5 per thousand sheets. When the sample sheets were submitted it was found that they did not carry the Union Label. Upon inquiry, it was learned that these sheets had been produced in a non-union shop, and for this reason the order was promptly cancelled, although it would have affected a saving of a hundred dollars. The officials of The Bank of North Dakota believe in keeping faith with the workers in industry who, by their co-operation, are helping to make the North Dakota industrial program a success.

A new microphone to collect sounds and convey them to the ears of partly deaf persons by almost invisible wires is so compact that it can be worn under a man's necktie.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
HOBOKEN, N. J. ... 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
NEW HAVEN, Conn. ... 13½ Colle. Street

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55 Main Street. Phone Seneca 5588
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NORTH TONAWANDA, N. Y. ... Agent
122½ Main Street. Phone 890
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3308 East Ninety-second Street
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724 Tower Avenue

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ED. HICKS, Treasurer
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Phone Main 866
MILWAUKEE, Wis. ... 162 Reed Street
Phone South 598
DETROIT, Mich. ... 410 Shelby Street
Phone Cadillac 543
CHICAGO, Ill. ... 332 N. Michigan Avenue
Phone Central 8460
NORTH TONAWANDA, N. Y. ... 122½ Main Street
Phone 890 P. J.

MARINE COOKS AND STEWARDS' UNION
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Telephone Seneca 896
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MILWAUKEE, Wis. ... 162 Reed Street
ASHTABULA HARBOR, O. ... 74 Bridge Street
SOUTH CHICAGO, Ill. ... 3308 E. 92nd Street
CONNEAUT HARBOR, O. ... 992 Day Street
TOLEDO, O. ... 618 Front Street
NORTH TONAWANDA, N. Y. ... 122½ Main Street

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SAILORS' UNION OF THE PACIFIC
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SEATTLE, Wash. ... 84 Seneca St., P. O. Box 65
ABERDEEN, Wash. ... P. O. Box 280
PORTLAND, Ore. ... 88½ Third Street
SAN PEDRO, Cal. ... P. O. Box 67
HONOLULU, H. T. ... P. O. Box 314

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P. O. Box 214
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SAN PEDRO, Cal. ... P. O. Box 54

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SEATTLE, Wash. ... 84 Seneca St., P. O. Box 42
ASTORIA, Ore. ... P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC
Headquarters:
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PRINCE RUPERT (B. C.), Canada ... P. O. Box 1675
KETCHIKAN, Alaska ... P. O. Box 201

UNITED FISHERMEN OF THE PACIFIC
ASTORIA, Ore. ... P. O. Box 139

FERRYBOATMEN'S UNION
C. W. DEAL, Secretary
SAN FRANCISCO, Cal. ... 166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal. ... Labor Temple

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Dock Street, Bellingham, Washington

Labor News

The Union Construction Company of Oakland has announced a wage reduction of 10 per cent, effective August 1.

The Building Trades Council of Alameda County has accepted a 7½ per cent wage reduction and the American (open shop) plan of the Builders' Exchange.

At Detroit, Mich., moving picture operators have secured settlements with several theaters, after conducting a vigorous contest against these concerns.

The Illinois State Senate has defeated the proposed eight-hour law for women. Trade unionists made strong efforts to swing the State in line with progress on this question.

The Youngstown Sheet and Tube Co. of Ohio announced a reduction in the wages of common labor from 36 to 30 cents per hour on July 16. The plant normally employs 15,000.

Wage reductions, effective August 1 or soon thereafter, are planned in every shipbuilding district along the Atlantic seaboard and the Gulf of Mexico, the administrative council of the Atlantic Coast Shipbuilding Association was informed at its monthly meeting at Philadelphia.

At a conference of timber workers at Vancouver it was agreed to launch an organizing drive in that State and Oregon. Wage cuts and the failure of a company "union," known as the Loyal Legion of Loggers and Lumbermen, has made it easier to preach trade unionism to these workers.

More than 1000 organized hatters of New York have defeated a 10 per cent wage cut after a three day's strike. Several months ago they accepted a cut, and now they insist that that is enough. The employers were confronted with a long struggle at the opening of the season and concluded to settle.

Appeal from the decision of the Superior Court, denying Thomas J. Mooney a new trial on motion for a writ of audita querela, was filed in the District Court of Appeals. The petition appeals from the Court's order denying the writ, which is based upon the English common law, and the ruling sustaining the demurrer of Assistant District Attorney Milton U'Ren, who represented the State at the recent hearing before Judge Harold M. Louderback.

Officers of the International Ladies' Garment Workers' Union have been enjoined by Supreme Court Justice Donnelly from "interfering with the business" of Cohen, Friedlander & Martin, cloak manufacturers of Toledo, O. Following a strike, the firm shut down its Ohio plant to act as jobbers, arranging for the manufacture and purchase of clothes in New York. Unionists in this city refused to do work for the Ohio firm and Justice Donnelly holds this is a secondary boycott.

Chicagoans groped their way through darkened streets one day last week as the result of a strike of city electricians for higher wages, while 2000 policemen and firemen were held in reserve to prevent an outbreak of crime or disorder. Practically every street in the city was in darkness. The first effect was a slowing up of transportation and the congestion of vehicular traffic at street intersections. The only illumination in the business district was supplied by lights within office buildings, by store windows and electric signs.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Einar
Erikson, Lars
Ekengren, Olaf
Erikson, Nils
Eklung, Victor
Edvordsen, John
Elsted, John
Edvords, Louis

Forbes, Frank M.
Fugman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
Grau, Axel
Graudin, Ed.
Gulliksen, Amandus
Gangsrod, Karl
Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Halley, Wm.
Hagen, Harald
Healey, Geo. S.
Halvorsen, Karl
Hansen, Martin
Holmen, K.
Harper, Earl
Hoed, Hans
Heggum, Louis
Harms, F.
Hefling, Jack
Halmin, Wm.
Hahnqvist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
Jansen, R.
Johnson, Dick
Janson, John
Johnson, Elias
Jenson, James
Johanson, Matt
Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
Jorgensen, Fred
Johnsen, Ludvig
Johansen, Arthur H.
Jacobson, M.
Johnson, Ed. -2294
Johanson, Olof K.
Johnson, G. A.
Jacobson, Torgils
Johanson, Henrik
Johnson, Alex
Jensen, Wilhard, E.
Johansen, Carl
Jones, A. H.
Johnson, Gust

Kallo, K.
Karlson, G. A. -1190
Krastin, J.
Kragstad, A. E.
Hoppen, Oluf
Kristiansen, Aarnt
Knudsen, Andrea
Kilkeary, Frank C.
Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Laskinen, Fred
Livingstone, Ed
Larson, Rudolf
Lacy, James
Lichtenberg, Ben
Lauritsen, P. E.
Ljungstrom, Oscar
Lee, L.
Larsen, Emanuel
Larsen, E. -1345
Lauritsen, P. E.
Loeween, A. W.
Landlung, Chas.
Lauritsen, Jack
Larson, A.
Lawersen, L.
Lieson, Wm.
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Sandberg, John
Evans, Jack
Rencome, Walter Francis
Magnunon, E. W.
Andersen, John
Klingenberg, John
Marvis, John T.
Scully, John

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Albertson, J.
Alto, John -1349
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INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Taliac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic," "Cold Spring vs. Lycoming," Benoni vs. West Hargrave," "West Harcuver vs. Ozaukee," "Western Glen vs. City of Forth Worth." S. B. Axtell, 9 State St., N. Y. 3-29-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Mrs. M. Black, 100 Plain street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, George Baxter, last seen in March, 1920, at Tampico, Mexico. 6-1-21

James Kenney of Philadelphia, last seen in Pennarth, Wales, is inquired for by V. McMahon, 96 Plain street, Providence, R. I. 6-1-21

World's Workers

New Zealand reports that financial depression hangs heavily over the country and thousands are unemployed. The Labor party has made requests to the Government to provide work. Immigrants from England have added to the unemployed list and a bad winter is in store for the working classes.

A statement issued by the Amsterdam Municipal Statistical Bureau shows that 25.2 per cent of the members of trade unions affiliated to the State Unemployment Insurance Fund in that city were out of work in March, as compared with 25.1 per cent in the preceding month, and 13.2 per cent in March, 1920. These figures include diamond workers, of whom 89.1 per cent were unemployed in March, 88.6 per cent in February, and 33.7 per cent in March, 1920.

Dark clouds continue to hover over the devoted heads of the British workers, and it appears that some one of our emigrating title hunters have transplanted a few pet ideas into the domains of Johnny Bull. The national executive of the British Labor party has passed a resolution viewing with apprehension the efforts now being made to suppress free speech. British workmen had better take warning and do more than "view with apprehension" to prevent the spread of such advanced American ideas.

It is claimed by the Australian Labor Party that the only method whereby war can be prevented is by getting in touch with the workers and getting them to make a stand against militarism. The Australian Labor Conference at Sydney adopted a resolution limiting the manufacture of armaments to the Government and eliminating the individuals who "grow wealthy by the manufacture and sale of implements of war." The delegates also pledged themselves, individually and collectively, to refuse to participate in any war outside of the commonwealth. The Labor Party is not opposed to taking part in a war of defense for the country, provided it can be shown conclusively that such a war is likely to rob the Australian people of their liberty and right to self-government. The Australian workers are opposed to war and favor limitation of armaments and a proper understanding with outside nations as a means toward preventing war.

Japanese reports under date of July 15 state that troops have been called out in connection with the dockyard strikes at Japanese ports. The strikers continue battling the police in efforts to carry out a project for control of the yards by the workers. The ringleaders have been arrested and a number of strikers have been wounded during serious rioting. All the dockyards have been ordered closed for ten days, and demonstrations have been prohibited. The demands of the strikers included an increase in wages, pensions, recognition of the Dockyard Workers' Union, and a promise not to dismiss the leaders of the strike movement. The strikers in the Kavasaki dockyard, the largest in Japan, issued a manifesto in which they declared they wanted joint control of the shipyards. The manifesto proposed control of the dockyards by an industrial commission, the hours of labor to be six daily.

Domestic and Naval

The Soldiers' Bonus bill, by a vote of 47 to 29, was recommitted to the finance committee by the Senate, as requested by President Harding.

Sale of the five-masted auxiliary schooner "City of Portland" under the hammer of the United States marshal at Jacksonville, Fla., was reported. The vessel, which was built at St. Helena, Ore., in 1916 and which formerly carried lumber on this coast, was purchased by F. S. Pendleton of New York for $10,000.

For rescuing the Shipping Board freighter "West Ison" from her berth at the Harbor Island terminal of the East Waterway Dock and Warehouse Company when that property caught fire, a libel for $50,000 salvage was filed against the vessel in the United States Court at Seattle by Captain Ray Small and William Allison, owners of the tug "Aleut," and L. Royce, a deckhand on the tug.

The steamer "City of Puebla" has been sold at auction by a United States marshal in New York. The vessel is well known here, having plied out of San Francisco, coastwise, for the Pacific Coast Steamship Company for many years. The vessel was sent from here to the Atlantic Coast during the war, and had been plying on the Atlantic until the time of her sale.

A survey made recently shows that there is not a single large oil-engined vessel laid up, although probably 20 per cent of the world's steam shipping is idle in port on account of the impossibility of operating at a profit with the existing conditions of the freight market. The survey shows that motorships can operate at one-half of the cost of running a steamer, as far as the cost of fuel is concerned, which is the largest item in the expense of operation.

The importance of San Francisco as a fishing port is shown in the number of vessels enumerated for this district for the fiscal year ending June 30, 1921, in the Customs House. Out of 3374 motorboats numbered, 1369 were engaged in commercial fishing in the districts following: Ocean, north of San Francisco, 141; ocean, south of San Francisco (exclusive of Monterey), 29; Monterey, 421; San Francisco bay and rivers tributary thereto, 778.

Co-ordination of all Federal activities relating to Alaska are proposed in a bill introduced by Senator Cummins, Republican, Iowa. The measure was drawn after consultation with the Alaskan delegation and several business men of Alaska. Under the bill, the Shipping Board would be required to transfer to the Secretary of the Interior ships of sufficient number and tonnage to run between the United States and Alaskan ports for operation in conjunction with the Alaskan railroad.

The Japan-Nippon Kisha Steamship Company recently awarded the sum of $1000 each to the captain and crew of the American freighter "West Jester." The amount is one of the largest gratuities for heroism at sea ever awarded and is in appreciation of the "West Jester's" crew in saving the [illegible] "Taiyo Maru" from destruction by fire while lying in port at Tacoma. The "West Jester" lay alongside the burning Japanese vessel, and the captain and crew were injured by fire while fighting the blaze.

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Anderson, Sam
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Andersen, Henry -1526
Anderson, G. Alexius
Apple, August
Arentsen, John
Augustin, Herman
Austin, Tom

Baer, Frank
Backman, Paul J.
Bauer, Andrew
Berge, C. -2879
Bergman, G. Alrik
Best, Joe
Besitser, Henry
Benway, Chas. P.
Berg, J. E.
Black, James
Blomroos, Johan
Bolf, Henruk
Bock, James
Boyce, Robert
Bouliane, F. A.
Brandt, B.
Brown, E. E.
Brown, W. A.
Brown, Edward E.
Brunvald, Harry
Bradley, H. O.
Bradshaw, Frank
Britwin, D.

Calicoff, Sam
Campbell, Martin
Capodannan, Frank
Carlson, Thure
Carlstrom, A.
Carlsson, J. Ovald
Carlson, Julius
Carlson, S. A.
Cederloff, Knut
Christensen, C. D. -1012
Christensen, L. R.
Clark, H.
Clark, Fred W.
Clark, Lawrence J.
Coffey, G. E.
Corey, E. A.
Cornish, C. A.
Corrigan, R. B.
Corey, Eldridge
Consantinides, Al.
Cordery, Allen
Connors, Georg H.
Cobb, R. H.
Crangle, Richard
Crume, John A.

Dahl, Helge
Dahlgren, W. A.
Dale, W. H.
Daw, Walter
Dean, C. S.
Delin, Ole
Denver, John de
Donnelly, Bern.
Dobbelaar, A.
Drews, Bruno
Dumas, C
Dunn, J. S.

Edwardsen, Johan
Eisenhardt, C.
Ekblom, Frank
Emerson, H. E.
Estola, Henry
Espinoza, Juan
Ewen, Frank

Fabrowsky, The
Farrand, Aubrie
Fiser, E. D.
Fitzgerald, Richard
Flint, Edmund W.
Fridman, Geo.
Frost, Henning
Fuecker, R. A.
Fuhrs, John J.
Fransen, A. E.
Francis, C. H.
Friberg, Chas. A.
Frizzell, R. L.
Frigman, Arthur
Fuller, Everett E.

Gabrielson, Lars
Giessing, H.
Gorman, Andrew
Green, Granville
Green, Herbert
Gregory, Mont N.

Hagen, Trygve
Hansen, Hans C.
Hansen, Hans M.
Hansen, T. E. J.
Haugen, Hans C.
Handt, Wilhelm
Harbst, J. D.
Harris, George
Hansen, Jorgen
Hay, C. W.
Heis, J. S.
Hendricksen, J. R.
Henriksen, E. -3106
Hermansson, Fritz
Herlitz, Ivar
Hetland, Halvor
Henderson, Chas.
Hilden, Reinhold
Hobson, Harry
Hovde, Michael
Hubertz, Emil
Hurtta, Toivo

Isacson, Erik
Isaksson, Gunnar

Jacobs, Henry
Jacobsen, Alfred
Jacobsen, Joakim
Jaycox, James
Jensen, C. A. G.
Jensen, A. -2961
Jensen, Jorgen
Jensen, Harry
Johannsson, Wm. -1334
Johnson, Pontius
Johnston, Leslie
Johansen, Walter
Johanson, E. A.
Johansen, Theo.
Johansson, J. W. L.
Jonasson, Henning
Johanson, Otto
Johnsen, Alder
Johnsson, E. -2533
Judd, Jack
Juniper, Foster P.

Karlsson, Johan
Kingstrom, J. A.
Klemmensen, E.
Klindt, F.
Klossas, M.
Knudsen, Andrew
Kose, Aksel
Kroyer, L. H.
Kuiper, D.

Ladislaw, John J.
Laine, A.
Larsen, Alfred F.
Larson, Fingal
Lecht, Peter
Leskinen, John
Liesten, Chas.
Lilja, Birger
Liljendahl, Ludvig
Livermore, E.
Lund, Wm. H.
Lyleck, Th.
Lyche, J.

Makela, Axel
Mathes, Paul
Mamun, Tom
Mandin, Cho
McCall, John
McDermontt, Thos. B.
McGuinness, T.
McNeill, D. R.
McDonald, James
McDermott, Thos. B.
McGann, Oliver
Mello, M. N.
Meyran, Thos.
Mendendike, George
Mittel, Olav
Mickelson, Julius
Miller, J. A.
Monahan, Wm. B.

Nelson, Adolf H.
Nelsen, E.
Nelson, A. B.
Nelson, D. J.
Newton, A. B.
Nichols, Henry
Nilsen, Fred 520
Nicholson, C. R.
Nilsen, Nils E. -609
Nordlund, Edw.
Nordeman, Karl
Nordenberg, Alfred
Nordlie, Christ
Nordstrom, W.

Oad, John
Ogren, V. E.
Ohlsson, Albion
Olsen, Anton A.
Olsen, Kristian
Olsen, Ole -1047
Olsson, Albin
Oleson, O. -1162
Olin, Emil
Olsen, W.
Olson, Adolf
Olson, Carl J.
Olson, V.
Olsen, Ole J. -1020
Olsson, C. G. -1101
Overwick, Thos.

Paulsen, Axel J.
Page, Alan B.
Pankratz, B.
Payton, Alex
Pett, Dick
Petterson, Oscar -1551
Pepper Arthur W.
Person Albert H.
Petter, G.
Peterson, Arthur F.
Pilkinton, Homer
Pollack, Gabriel
Pothin, Stanislaus
Pottage, Wm.
Poyla, Kustaa
Premo, Clifford
Prastergaard, W.
Punis, Tony

Rasmussen, Peter
Raymond, Louis
Ranes, Herman
Reiesgord, Hillm.
Reichardt, Sidney
Rinnert, Chas. J.
Rick, August
Roach, Steffen E.
Rodovitz, Harry
Robbins, Edwin
Rosen, Valf.
Rodman, Bernard
Rubins, Chas.
Rusch, Raymond
Russell, E. M.

Sanchez, Enrique
Schroeder, C. F.
Schaefer, Eric
Scofield, W. H.
Shipman, H.
Sidoroff, N.
Sindell, Karl
Simmering, Chas. L.
Sorensen, Kristian
Sowick, T.
Sorensen, Vigo
Sorenson, O. E.
Speller, Henry
Stidham, C. W.
Sternberg, Hj. N.
Steffensen, Henry
Stone, M. C.
Suerro, Jose
Sundberg, K. K.
Suvaal, A.
Swanson, Adolf

Talbert, Frank
Taimi, Herman
Tallaksen, Arthur
Takkunen, H. E.
Teksell, J. A.
Tebley, H.
Thorne, Arvid
Thomas, Andrew
Thode, Rudolph
Toomey, Paul
Torrin, N.
Travers, J. H. K.
Twigg, Harry M.
Tysk, J. H.

Van Order, Louis
Vallianos, Spiros

Walkanen, Weda
Walker, K. Frank
Wilson, Edward E. -660
Winther, Victor
Wilson, Ralph
Wilson, Bryan

PACKAGES.

Bower, G. R.
Clark, Fred W.
Carpenter, Harold
Deu Pree, E.
Edmons, John
Fischer, Chas. O.
Hood, Alex.
Hughes, Earl B.
Johanessen, A. -2277
Keith, J.
Knutson, R. -783
Larsen, J. -2012
Ludvigsen, Arne
O'Connor, John J.
Olsson, Carl J.
Powell, J. E. S.
Rohman, Georg
Sidoroff, N.
Taylor, James B.
Twigg, Harry
Wagner, R. H.

INFORMATION WANTED

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

INFORMATION WANTED

Mrs. Roland McDavid, 932 East Strong street, Pensacola, Fla., is anxious to ascertain the whereabouts of her son, Roland McDavid, age 17, height, five feet, eight inches, heavy built, dark-red curly hair; believed to have left Baltimore for Texas, February 2, last. 6-29-21

Mrs. Dan Fortune, 49 Reid street, is anxious to ascertain the whereabouts of her son, Dan Fortune, a member of the Marine Firemen's Union of the Atlantic. Anyone knowing his whereabouts will confer a great favor by communicating with his widowed mother. 7-13-21

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Anyone knowing the whereabouts of Joseph Bert Riese, a native of Cleveland, Ohio, last heard of December 1, 1919, in Savannah, Ga., when he shipped on the SS. "West Apaim," please communicate with his mother, Mrs. Joseph Riese, 4120 Bailey avenue, Cleveland, O. 6-29-21

Anyone knowing the whereabouts of Olaf Erling Hendriksen, a native of Norway, age 33, last heard from on the Atlantic Coast, kindly communicate with his brother, Albert Hendriksen, Aalo Post Office, Christiansand, Norway. 6-1-21

S. S. "Western Cross." All members of the "Western Cross" who have not received their share for the salvage of the vessel should communicate with S. T. Hogevoll, 600 Pacific Building, San Francisco.

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UNIFORMS and SUITS, TO ORDER and READY MADE
CAPS, HATS, SHOES, ETC.
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Prescribes for every man, woman and child who is nervous over the future, a minimum dose to be taken every payday of one
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Warranted to restore financial health of everyone who will take it faithfully; especially beneficial in preparing for the "rainy day."
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Proprietors
Established 1880
ALAMEDA CAFE
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— and —
17 STEUART STREET
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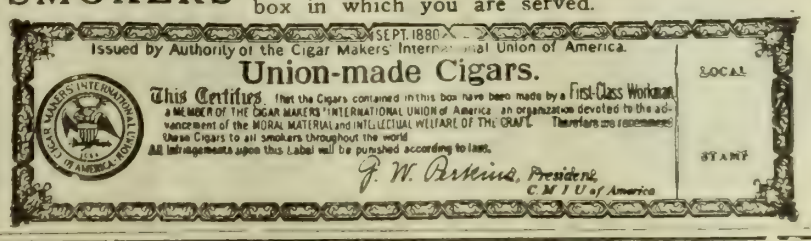

News from Abroad

There has been dissension in the Spanish Cabinet for some time. The situation culminated recently in Manuel Arguelles, Minister of Finance, tendering his resignation on the ground that the new tariff law and the commercial treaties were inimical to the interests of labor.

A wave of love tragedies is sweeping through Italy. Not a day passes without a suicide or murder, generally because of jealousy. Several cases have been noted lately where girls have attempted to end their lives, when they discovered that their sweethearts were married men.

Canton authorities have declared the West river to be within the "war zone" and have issued a warning that all foreign steamers on those waters will be subject to search. British shipping interests have entered a protest, but already one British ship, the "Taimin," has been searched and released.

In the stormiest session since its inauguration, the Austrian National Assembly has passed the second reading of the bill placing Catholic clergymen of Austria, and all church employes and servants on the salaried civil list. The sergeants-at-arms were compelled to form a line between the right and left to prevent violence.

News has been received from Belgrade announcing an agrarian outbreak of Bolshevist character in Bulgaria. There is great unrest among the bourgeoise who, in Sofia, Varna and several other towns, have broken out in open revolt against the existing peasant government, whose radical measures, particularly on taxation, have paralyzed trade.

The barkentine "Retriever," which has been lying in port at Papeete since May of 1920, after being towed there in a water-logged condition when abandoned by her crew off the Marquesas Islands, has left the Society Island port for Auckland. The vessel was purchased by the Union Steamship Company and will be converted into a barge.

The United States Shipping Board vessel "Eastern Sword," bound from New Orleans for Belfast with eight thousand tons of wheat on board, went ashore recently at Whitehead, in Belfast Lough. At latest reports she was high and dry upon the rocks. The "Eastern Sword" is a small vessel of 2228 tons. She left New Orleans June 14, touching at Charleston, S. C., four days later.

Considerable uneasiness has been created in Prague by the disclosure of a Communist plot to overthrow the Government of Czecho-Slovakia. Kutscherer, a former Czech and now Soviet commissioner at Moscow, has announced that Bela Kun, who for a few weeks was Communist dictator in Hungary before he was driven out by forces headed by Admiral Horthy, has forwarded 5,000,000 kronen, the proceeds from a sale of a number of valuable jewels, from Moscow to the Communists of Czecho-Slovakia, to be used for propaganda purposes in their efforts to overthrow the Government. More money will be forthcoming from Moscow when that is gone, it is said. Kun is also reported to have instructed the Czech delegates to the Third Internationale at Moscow not to tolerate any delay or hinderances in launching the Communist revolution in Czecho-Slovakia.

With the Wits

"Egypt had home brew four thousand years ago," observed a contemporary. No wonder they knew how to pickle their mummies so well.—Columbia (S. C.) Record.

"Every normal boy of the 80's wished to be a pirate," says a writer. The record of war-profiteering indicates that many of them achieved the ambition.—Lincoln (Neb.) Star.

Nurse—You were very naughty in church, Guy. Do you know where little boys and girls go to who don't put their pennies in the collection box?

Guy—Yes, nurse, to the pictures.—London Weekly Telegraph.

Pious Mother—Johnny, you are a very wicked little boy! Didn't I tell you God would be angry with you if you played with your tin soldiers on Sunday!

Johnny—It's all right, mother. I'm 'tending they're the Salvation Army. Edinburgh Scotsman.

A business man advertised for a boy the other night.

When he arrived at the office the next morning there were some fifty boys already in line.

He opened his desk and was just about to begin examining the applicants, when his stenographer handed him a card, on which was scribbled:

"Don't do anything until you see me. I'm the last kid in line—but I'm telling you I'm there with the goods."—Kewanee Union.

"Yes," said the traveler, "I had an amusing journey up to town. There were two Scotsmen in the carriage."

"How do you know they were Scotsmen?" asked the cashier, curiously. "By their accent, I suppose?"

"No; you see, they both happened to take their pipes out together. Well, they filled them and then each calmly waited for the other to strike a match."

"Well, what happened?"

"Oh, I brought out my pipe, so both of them waited for my match."

A young man who had been in the city only three days, but who had been paying attention to a pretty girl, wanted to propose, but was afraid he might be thought too hasty. He delicately approached the subject as follows:

"If I were to speak to you of marriage after having only made your acquaintance three days ago, what would you say to it?"

"Well, I should say never put off till tomorrow that which you should have done day before yesterday"—Detroit Free Press.

Two powerful colored stevedores who had some sort of falling out were engaged in unloading a vessel at a St. Louis dock. Uncomplimentary remarks and warnings of intended violence were exchanged whenever the two passed each other with their trucks.

"You can't keep on persecutin' around wid me," declared one of the men, "an' you is gwine be able to [illegible] mighty big question for de [illegible] follah."

"What question dat?" asked the other.

"Kin de dead pray!"—Harper's.

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Established 1888

Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well informed man, and in a comparatively short interval of time.

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We DO NOT Supply Cheap Mattresses or Bedding to Vessels

J. COHEN & CO.

BALTIMORE CLOTHING STORE

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Suits Made to Order—Union Label

HENRY HEINZ Phone Douglas 5752 ARTHUR HEINZ

When you buy from Us, Liberty Bonds are Accepted for Cash

Diamonds Watches

Heinz Bros. Jewelers

Original Size

SOLID GOLD $1.50
GOLD FILLED .50

64 MARKET STREET

High Grade Watch Repairing Our Specialty

FACTORY TO WEARER

MEN OF THE SEA!

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In America at Factory Prices

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SILVERWARE AND CLOCKS

for wedding presents. Large stock to select from.

Sorensen Co.

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I sell
UNION HATS

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JOHN B. STETSON hats, too

If you want your Panama blocked right I'll do that.

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FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXIV, No. 47. SAN FRANCISCO, WEDNESDAY, JULY 27, 1921. Whole No. 1763.

WASTE AND LABOR

Engineers' Report Places Industrial Responsibilities on Labor

Watermelons. Thousands of them. Large, juicy, well-nourished watermelons decorating the Potomac river, from Alexandria to Indian Head. Some floating majestically down stream; some caught in the reeds and marsh grass; some high and dry on the shore. They had arrived in Washington one day last August when the watermelon market was bearish and, five thousand strong, they had been taken out to docks and dumped. Meanwhile it is safe to assume that the watermelon appetite of Washington had been by no means assuaged. But, Allah be praised, the market had been stabilized.

Locomotives. Thousand of them. Large, powerful, well-nourished locomotives. But with something askew. A leaky valve, a choked flue, a rickety tender. These locomotives in the year 1919 had to be shopped—hung up on cranes and tinkered with. The railroads had shops with cranes and men. But the locomotives did not go into these shops. No, not as a rule. They went to other shops, maintained by outside supply companies, leaving the men and the cranes in the home shops with nothing to do. Idle men, to be sure, can be fired—and they were by the hundreds. But idle shops and idle cranes cannot, alas, be fired. They can only sit eating their heads off in depreciation, taxes, interest, insurance and overhead generally. Meanwhile the railroads paid the supply companies for repairing their locomotives on the basis of direct labor cost plus 110 per cent for overhead and profit—a whale of a price. Meanwhile they paid in addition all the overhead on their own empty shops—making the total bill for repairs almost Himalayan. All of which you will agree is an insane and improbable procedure. Not at all. Not under the rules of businesslike acumen as practiced by all far-seeing captains of industry. This was a sound strategic move on the part of the financial managers of the railroads. For observe, they could shift the high cost to the Government, which was paying them 6 per cent over and above cost on the one hand, and throw the fear of God into the shop craft unions (who were getting altogether too cocky) on the other. Thus was justice served, and private initiative vindicated. That shops and equipment were idle, and that excess effort, time and materials were devoted to repairing the nation's locomotives was too irrelevant to merit serious consideration.

Here is a printing establishment. A union rule provides that all advertising matter coming into the shop in electrotype must be reset in type by the compositors. The union graciously sanctions the use of the electrotype, but insists that the type be set and redistributed to secure the equivalent hours of work involved in setting up the original. This folderol is sometimes solemnly enacted days after the advertisement has gone to press.

Watermelons, locomotives and printing presses. These are but three examples picked at random from the almost universal sabotage—now great, now small—of the modern industrial system. In the sum total these practices must reach amazing figures. The waste which flows from them is incalculable. And by waste is meant idle labor or idle plant, or labor and plant devoted to the production of goods or services which satisfy no recognizable human need. Employers' associations through pools, rings, monopolies and "gentlemen's agreements" have time and again restricted output—with the resulting idle labor and idle plant, and often spoiled or wasted raw material—in the interest of "all that the traffic will bear." Labor unions have been known to do likewise—over and beyond, be it understood, reasonable provisions for health and safety. It is probable that the sabotage of labor is small compared to the vast businesslike arrangements of captains of industry, but from the standpoint of waste as defined the hands of neither party are altogether clean. Could these practices be in some way obviated, the resulting potential increase in production would stagger the imagination; would perhaps double the standard of living!

The problem of industrial waste is beginning to thrust itself to the fore. Invention and technical processes have progressed rapidly in the past generation. Oil, coal, lumber, iron, copper and other raw materials have been pouring down the hopper of the industrial machine by the billions of tons. Factories, mines, irrigation projects have increased tenfold. Yet the standard of living of the masses of the American people, expressed in sound food, shelter, clothing, education and amusement, has shown only the most sluggish advance. Some statisticians assert that "real" wages have not advanced since 1900. Somewhere in the process it is obvious that there is a tremendous leakage. Somewhere the gears are clogged and the engine choked. More and more, sensible people and honest people are beginning to pry up the hood, monkey-wrench in hand. And naturally the handiest man with the monkey-wrench is the engineer—the chap who knows that "what goes up must come down"; who knows that given so much input and so much power, the output ought to be thus and so—with no wide variations plus or minus. The politician, the orthodox economist, the financier are fortunately not bound by any such realistic limitations. Waste means little to them provided the phrases are ringing, the profits are coming in, and the "immutable laws" are all in working order. So it is natural to expect the technician to be the first sincerely to face the problem of industrial waste in its larger aspects. We say "larger aspects" advisedly. The engineer has already introduced the cult of "efficiency," which is by way of being a sort of John the Baptist. But industrial waste is more—vastly more. "Efficiency" sits in judgment upon the individual plant, or the industrial process, seldom questioning the relationships of the output to human wants, the relationships of the labor involved to human psychology, the relationship of the plant to the industry, or the industry to the whole industrial mechanism. Thus we find "efficiency" methods in the manufacture of deleterious drugs and munitions of war, while the philosophy of waste condemns the whole output as not only unnecessary, but vicious.

More constructive have been the proceedings of the Taylor Society—a group of progressive engineers—who, out of the groundwork of the old "scientific management," are slowly evolving an approach which comes close to the fundamentals of waste.

In their recent hearings before the Railway Labor Board in Chicago, the railroad workers retained engineers to study the extent of waste in the railroad industry as now conducted. The finding showed that in nearly every department of railroading there were large preventable leakages, running to a total of at least a billion dollars a year. These findings furthermore were taken largely from the estimates and testimony of railroad managers themselves. Certain of the possible savings would require a considerable capital outlay; others were merely a matter of better management and administration.

Railroad executives, when faced with these charges, have shown a disposition to bluster, to bring counter-charges against the efficiency of labor, but very little has been said—or perhaps can be said—in respect to the findings themselves. In their hearts, railway executives know that the indictment is largely true. Thus Samuel O. Dunn, next friend of the railroads and editor of the Railway Age, said recently in commenting on transportation wastes: "Mr. Brandeis, a few years ago, talked about a possible saving of a million dollars a day. If he said that now, Mr. Brandeis would be a piker." Recall how Mr. Brandeis was heaped with abuse at that time!

The important point to grasp in the situation is this. Instead of the usual mud-slinging contest (of which large traces are still discernible, to be sure) between capital and labor, the introduction of the question of waste raises the issue to new and revolutionary grounds. The railway workers, in broaching the subject of managerial efficiency, have placed themselves flatly on record as having an interest in and a responsibility for furnishing the service of transportation to the American people. In its essence transportation is the carrying of the maximum of freight and passengers with the minimum of energy. The railway workers have recognized this basic engineering fact, and in effect have proclaimed that besides wages, hours and working conditions, they recognize the necessity of carrying a maximum load with a minimum of energy. In other words, if their engineering exhibits were made in good faith—as there is every reason to suppose they were—the workers desire a wasteless industry. And this is a very momentous fact to grasp indeed.

Most important of all the approaches to the question of waste, however, is the report of the Federation of Engineering Societies, on Elimination of Waste in Industry, which has just been made public. Under the leadership of Mr. Hoover, a number of basic industries have been surveyed by competent engineers. They have defined waste broadly as the failure to utilize effectively mechanical equipment, raw material or human resources. They have laid particular emphasis on the last factor—examining unemployment, personnel and labor turnover. Their findings show that while labor is

responsible for some 25 per cent of the total cost of waste in the industries they have examined, management is responsible for 50 per cent thereof—or twice as much. They state, however, that they are much less interested in locating responsibility for past performance than in indicating the many opportunities for eliminating waste in the future.

The full report, which includes the surveys of various individual industries, runs into some 125,000 words, and whatever its limitations, due to the comparatively short time in which the assay was made, it will form an arresting document—almost, one is tempted to say, an epoch-making one. The conception is broad and waste is defined as measurable in physical units. Here is no nonsense about profits, money or credit, but the essence of waste—the physical stuff—labor, raw materials and plant. However wavering the initial vision of the engineers who view industry from this angle, the conclusions to which they will be driven are relentless. When industry is at last analyzed from the standpoint of providing a maximum of human needs with a minimum of wear and tear, nothing less than a new industrial synthesis comes to light. It is not too much to expect that we stand on the threshold of a new view of modern industrial progress—a view profoundly illuminating and at times disastrously critical. In due time we may expect to have a sufficient body of data—of which the Hoover report is the first authoritative contribution — to pass scientific judgment on the whole problem.

It is not too soon to suggest that the problem of waste approached in the scientific spirit is fraught with great significance to the American labor movement. The railway workers have already given a hint of what this approach may mean. Is there enough common sense in the labor movement at large to get aboard the band wagon, join hands with the engineers and take up the challenge of industrial waste? For the financiers do not think in such terms at all, the engineers are just beginning to emerge from a Stygian night, and it is only labor in co-operation with the awakened technician—the workers of hand and brain—who can seriously face the problem and ultimately take steps toward its solution.

The main contention of the labor union hitherto has been "more pay for shorter hours." This is all very well as far as it goes; the realities of industrial growth and businesslike administration hitherto have made any other course visionary and largely hopeless. But experience has proved time and again that on those rare occasions when labor has secured the whip hand, monopolistic tendencies have set in precisely similar to those of combining employers. We have seen the typesetters working on utterly useless advertising copy in order to restrict the labor output.

It should be said at this point that we are not about to break into a time-honored sob as to the necessity of union labor foregoing the few monopolistic privileges it has won. This is to be no plea for honest workmen to show their better natures, and to lie down and be good. Far from it. In the catch-as-catch-can of modern industry a union has no other choice than to fight the devil with fire. Grind or be ground, is the only realistic business ethic. But in raising the question of waste, labor has a unique and exceptional opportunity not only to advance its own position, but genuinely to serve the public interest at the same time. On one condition—that labor extend its share of industrial responsibility.

Instead of saying to the employer: "We will do the tasks you set us for the highest wage and in the shortest work hours we can force from you," labor will shortly have an opportunity to say: "This is an industry necessary to the public welfare; the boss and ourselves make this industry go (provided the boss is a technician and not a financier); we should both be responsible for its efficient conduct; we should both have something to say about how it should be run, for upon us both rests the solemn responsibility to keep waste at a minimum. Make this responsibility concrete by giving us as great a share in the management as our experience and our knowledge warrants."

Such a statement would mark the beginning of real industrial democracy—a condition flatly impossible while the boss maintains his emphasis on profits only and labor its emphasis on wages only. Not until both accept joint responsibility for the efficient conduct of industry can any genuine steps be taken toward the elimination of waste.

Again, there are certain broader implications of the question which, while not immediate, are of the utmost import to labor. We have said, and it is a matter susceptible of statistical proof, that the standard of living has increased but slightly in the past generation. A full half of the population still hovers about the poverty line; slums and destitution are still the heritage of every city, large sections of the rural population continue to live in abject misery. In other words, there is not enough of the right kind of stuff produced to go around. Vast quantities of products are drained away in luxuries and in harmful or unnecessary products. War, and preparations for war take their colossal toll. But if labor as a class is ever to rise from the relative misery and poverty of its surroundings, more of the right kind of stuff—more houses, more wheat, more shoes, more schools—has got to be produced. And only through the progressive elimination of waste can production be progressively increased.

Higher wages and shorter hours under the present industrial system turn in due and regular course to a higher cost of living, and the vicious circle is complete. Certain favored unions may dig their toes in and reap a relative advantage over their fellow-workers—but by and large the standard of living stands pat, and will so stand until the end of time, unless ways and means are devised to secure more relative production per individual, and unless ways and means are devised to see that the individual gets it. For increases in "average production" are a bitter irony. Every time a millionaire orders a yacht to be built, "average production" takes a jump. Every time milady calls for rare perfumes and strange cosmetics, "average production" goes up. Production, measured either in dollars or tons of goods per capita, has vastly increased in the past thirty years, but the production of necessary, well-made, consumable goods distributed to the individuals of the nation has shown but a slight advance. And it is only the latter figure which is really significant to the plain people.

Of course, labor may use the discovery of managerial incompetence simply as a club to strengthen its own case before the public, without the slightest disposition to assist in reducing the margin of waste. But the public will soon be disillusioned with mere cries of "You're another." Labor can make its case convincing only when it shows a genuine disposition to take an active share in bringing about more efficient operation in return for a measurable degree of managerial responsibility, which carries with it some security of tenure on the job. When the public begins to realize what a frightful mess financial control has made of industry from the operating standpoint—when the myth of the all-wise captain of industry is duly and finally exploded—labor, in conjunction with the engineer, stands a chance to step into the vacuum with new managerial proposals which should go far toward winning genuine public interest and support. (The ambiguous and much abused word "public" I take to mean all adult persons not involved in the industry under review).

The analysis of waste, and its relation to watermelons, locomotives and printing presses, promises to shed a flood of light on these fundamental matters. If labor is ever to increase measurably its standard of living it must take up the challenge which the engineer has thrown down.—The Nation.

A TALE OF HARD LUCK

Newspaper reporters sometimes observe a touch of humor, or nature, in the most matter of fact happenings which come under their observation, and they are capable of making ordinary news items interesting reading, especially so when aided by the lively imagination of some of our old-time deep-water skippers.

The recent arrival of the barkentine "Echo" at San Francisco was graphically described by a Bulletin man as follows:

"Old Man Hard Luck of the Sea gave Captain C. S. Semsen and ten men of the crew of the barkentine 'Echo' a merry voyage from the South Sea Islands, and it was a disconsolate but relieved lot of men who disembarked from the vessel that anchored in the stream.

"Captain Semsen thought the worst was over when, with his damaged craft at anchor outside the Golden Gate, he saw the tugs 'Tatoosh' and 'Sea Queen' bearing toward him to tow him into port.

"'Haul up the starboard anchor,' the captain commanded, and his storm-weary men responded.

"Out of the fog, the 'Tatoosh' loomed up ahead of the slower 'Sea Queen.' The starboard anchor by this time was resting securely at the hawse pipe.

"'Haul up the port hook,' called out Captain Semsen, and his men hove to with a will.

"Just then the 'Tatoosh,' puffing to beat its competitor, reached the little windjammer and made fast his towline. Without waiting for the port anchor to come up, the 'Tatoosh' started joyfully back towards the bay.

"Whereupon fifty-seven fathoms of chain and Captain Semsen's pet 'brand-new' anchor parted company with the 'Echo,' and echo answered Captain Semsen's well-expressed sentiments.

"The eleven men of the 'Echo' were glad to exercise their sea-legs along the Embarcadero once again. Ever since the barkentine put in the out-of-the-way port of Vila from Melbourne, they have been wondering if they were ever to see the Ferry Building again.

"When they arrived at Vila to load copra, they learned that the French captain of a little one-man trading skiff had just been served as dessert for a cannibalistic feast. The little trader, picking up copra at the tiny bays and inlets of the wildest islands of the New Hebrides group, had disappeared.

"French officials started a search for the craft, and they found it in the hands of the aborigines, while all that remained of the captain was a string of teeth on a husky warrior and articles of European garments gracing the spear-throwing champions of the tribe.

"All of which did not serve to calm the fears of the American seamen as the windjammer lay in port waiting for the natives to load it. So they breathed a sigh of relief as they departed Vila, with the barkentine loaded with spears, poisoned arrows, warlike clubs and other relics.

"It was fair sailing for a time, but the larder did not hold out. They ran out of butter, meat, sugar and other sea-going delicacies, and were finally reduced to sea bread and 'canned Willie,' of army fame.

"Then the storm broke, gaining all its fury within a few hours. About 8:30 on the evening of July 12 the jib-boom went over the side with a crash. The waves kept the deck awash, and the brine poured down into the forecastle into the crew's quarters. Next the outer and inner jibs went by the boards. The topsail stays broke under the strain of the 75-mile gale, and the topsail followed in short order. The mainsail halyard parted and the mainsail was left fluttering in the wind.

"For eight hours the storm held sway, while the men worked desperately to make jury rigs and keep the pumps going, hanging on for dear life as the torrents swept over the decks and the little vessel spun first on her bow and then on her stern. At the break of day the liner 'Matsonia,' bound for Honolulu, hove in the offing, but the only impression the sailors got was of passengers hanging over the rail when they should have been sleeping soundly in their staterooms. At the end of the eight hours the gale abated and they dropped anchor off the Golden Gate."

All of which goes to show that you can still have an interesting time in the South Seas providing you have the right kind of medicine; also there is a possibility that it was not ordinary passengers which were seen feeding the fishes from the rails of the 'Matsonia' at break of day. There is every reason to believe it was a party of California University vacationists, who are enjoying (?) their strikebreaking lark, and if they had the right kind of bo'sun they should have been washing down decks at that particular time.

Constant illustrations are given of the identical interests of capital in all parts of the civilized world. The perfection with which the system operates is exemplified everywhere, to the disadvantage of the masses.

Continued aggressions upon the rights of labor have compelled even the most conservative leaders to realize the necessity for closer solidarity among the workers.

The following address to the annual council meeting of the National Transport Workers' Federation of Britain by President Henry Gosling, and the views of Samuel Gompers, President of the A. F. of L., show that the necessity for closer affiliation of labor forces is about to be accepted.

MR. HENRY GOSLING'S PRESIDENTIAL ADDRESS

We have assembled together in what is probably the most trying period we have had to face since the inception of the Federation. We, like every other industry, are faced with the effects of a world crisis for which we are not responsible. The world today is suffering for the criminal blunders of its rulers. During the war, and immediately following the Armistice, the leaders of the Government promised to make this a country "fit for heroes to live in," but we are today faced with a problem of a volume of unemployment which is the greatest within living memory. The whole nation is suffering from the industrial paralysis brought about by the futile policy of the Government, which collectively betrayed their promises to the mine workers to maintain control of the coal industry until the end of August. Decontrol was thrust on the industry at the end of March, and the mineowners, acting in collusion with the Government, sought to impose a reduction of in some cases 50 per cent in the wages of mine workers. The community during the period of control enjoyed advantages to the extent of hundreds of millions of pounds, and if the consumers of industrial and domestic coal at home had to pay the world price at varying times we should have been paying £5 and £6 per ton for our coal. Thanks to the policy of the Government, which has made one blunder after another, the demand for British coal has been seriously reduced, and the Government and the mineowners foolishly imagined that they could destroy the powers of resistance of the miners and impose their own terms upon them.

The overwhelming majority of the members we represent are dependent upon the resumption of world trade, which might easily have followed after the period of the armistice. The process of reconstruction throughout the world should have occupied our industries at top speed and should have provided an abundance of employment for all workers engaged in our various transport sections. The Government, with its reactionary tendencies, has spent 150 millions or more in trying to impose its own form of government upon Soviet Russia. Pandering to the stupid clamor of the Jingo section, it has sought to impose a crushing indemnity upon our late enemies, and in so doing has strangled world trade. It flies from one panic measure to another, and all the time we see Britain's industrial and commercial supremacy sink before our eyes. There is but one common bond between the Government and the employing class, and that is their mutual desire to force the workers back to and even below the pre-war standards of life. This the workers are resolutely refusing to accept, and in the process the country's trade and prosperity appears to move towards irretrievable ruin.

The Federation has had to resist the downward tendency of money wages. Here and there, in one section and another, they have had to acquiesce in certain reductions. The tremendous problem of unemployment affects transport workers probably more speedily than any other section of well-organized industry. In spite of this, however, the Federation and its constituent unions, by means of interdependence and loyalty one to the other, are maintaining the integrity of their ranks as solidly as can be expected.

Your Executive Council has issued a lengthy report dealing with the failure to put into operation the full power of the Triple Industrial Alliance. The retirement of Mr. Robert Smillie from the presidency of the Miners' Federation placed the chairmanship of the Triple Alliance in my hands, and I can sincerely and solemnly assure you that it was my desire and the desire of my colleagues of the Executive Council to assist the miners by every means in our power. Events, however, determined that at the critical stage we could not see our way to participate in a general strike of the transport organizations in support of the miners. I will take my share of the responsibility together with all my colleagues of the Executive Council for what transpired on Friday, April 15. My conviction is that had our critics been placed in the same position as ourselves, had they been permitted to realize the facts as we were compelled to do, they would have arrived at similar conclusions to those which animated us, namely, that with misgivings and uncertainty surrounding us it would have been a disaster to have taken part in a general transport strike movement. Even now it is not too wise to go fully into the difficulties of our own organization. Generals and admirals, military strategists and tacticians, can make their personal and intimate revelations at the conclusion of a war. Volumes of recollections and reminiscences can be and have been published when the war is ended and the peace treaty is signed, but with us it is entirely different. In the struggle between the organized workers and the organized capitalists war is never at an end. The battleground shifts and there are periods of respite, of reorganization and realignment, but the war which is called the class war is never at an end. For us to reveal all the facts and to draw all the warrantable conclusions from the facts is only more openly to expose the weaknesses known to us to the advantage of the other side.

The Federation, in co-operation with the National Union of Railwaymen, attempted honestly and sincerely to assist the miners by refusing partially to bunker steamers and to handle imported coal. It is significant that the bulk of the coal which has been imported comes from Germany, and I would remind the ultra-patriotic section of the community, together with some members of the Federation, that they were warned over and over again that the

(Continued on Page 9)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark Street, Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adeliade, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Langgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.
Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.
Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregados em Camara, Rue dos Benedistinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

Pacific Coast Marine

Over 10,000,000 feet of redwood lumber is lying on the mill docks of Humboldt, due to congestion caused by the marine lockout.

Four motor ships owned by the Ocean Shipping Company, formerly the Pacific Freighters' Company, will commence operations in the coastwise lumber trade shortly.

With a cargo of 210,000 codfish, the schooner "Sequoia" of the Union Fish Company's fleet, arrived at San Francisco last week, twenty-one days from Pirate Cove.

The Shipping Board freighter "West Honaker" has been taken off the mudflats at Benicia and assigned to the Williams Dimond Company. The vessel will load grain at Portland for Dublin.

Unusually fine weather marked the round-trip of the schooner "Annie Campbell," which arrived at San Francisco recently from the South Sea Islands. From the time the craft sailed from Eureka several months ago en route to Australia and thence to Tarawa and back to this port, Captain Fonn never found it necessary to reef his sails.

According to a report prepared by R. H. Bondham, United States Inspector of Immigration, sixty-nine more ships from foreign ports entered Portland in the fiscal year just ended than came in during the previous twelve months. The total number of ships examined was an even one hundred. Four thousand sailors were examined during the year.

A survey of the lumber situation at California ports recently by steamship and lumber officials revealed the following facts: There is a shortage of 50,000,000 feet of lumber at San Francisco, and of 25,000,000 feet at San Pedro. If the full fleet of 125 steam schooners could operate, it is estimated that, in sixty days, sufficient lumber will have been transported to these important distributing ports to have made up the deficiency. The rate on lumber from Columbia river to San Francisco by steamer is $8 a thousand feet, and to San Pedro $9.50 a thousand.

Unable to sell the eight former German sailing ships anchored off Sausalito, Robert Dollar has decided to recondition them, load them with barley and send them to the United Kingdom for the Allied Reparations Commission. Some time ago Dollar placed these ships on the market at ten shillings a ton, it is said, but there were no buyers. Work of reconditioning them has begun under the supervision of Captain Thomas Smith, marine surveyor. They need refitting, cleaning and painting, as they have accumulated much sea growth.

Merger of the Peterson and the Rolph tugs in one company in the near future is reported in shipping circles. The new organization will be the San Francisco Tow Boat Company and will have a fleet of seven tugs. It is reported that J. J. Tynan, vice-president and general manager of the Bethlehem Shipbuilding Corporation, and president of the Peterson Company, will head the new organization. The Rolph tugs are the "Storm King," "Relief," "Gleaner" and "Hercules." The Peterson tugs are the "Wyadda" and "Chief."

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SEAMEN! WATCH FOR DEVELOPMENTS.

See Our Weekly Reports Posted in All Union Halls.

I have said that I would never be attorney for shipowners, until the seamen were shipowners. One of the purposes of my visit to Europe this summer is to acquire knowledge as to shipping conditions abroad and particularly to ascertain with what degree of success the seamen of Italy are operating ships.

Any seamen, who, with a view to becoming shipowners some time, are willing to form "a Seamen's Society for Savings" and will pledge to save one-fourth of their wages over their board and lodging per annum, said savings to be put in a depository that they themselves may select, please communicate with the undersigned.

SILAS B. AXTELL, 9 State St., New York City

Portland, Or., Letter List.

Ahlstrom, Ellis	Kraus, Jack
Ahlstrom, Kilian F.	Larson, Chris
Apinaitis, Antony	Lundgren, Gust
Anderson, J. A.	Law, H. C.
Amundsen, Ben	Lackey, Chas. H.
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Forsberg, Swen L.	Paterson, George
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Jensen, Emanuel	Thornquist, Adolf
Johansen, Stefan	Tuhkanen, John J.
Jensen, Chris -2278	Tolman, W. E.
	Torwick, H.
Johnson, E.	Taylor, Bert
Johnsen, Ben	Tingstrom, A. R.
Jensen, E. Churs	Taylor, J. G.
Joyce, Dan	Veits, Clayton L.
Koster, Walter	Weber, Fred C.
Klaver, R.	Westley, W. E.
Karlsson, August	Walter, E.
Kopperman, H.	Wallace, Chess C.
Kluck, Karl	Witravamen, Geo.
Karveland, Thos.	Warnick, A. D.
Kennedy, Bart	Walters, Fred L.
Kelly, D. J.	Wohn, Otje
Klepper, T.	Wolff, Herbert
Korliz, Jack	Wood, E. E.
White, William	Worgaard, H.
Wurtanen, Frans	**PACKAGES**
Willey, Edward	Adams, H. C.
York, Chas. E.	Heaps, James
REGISTERED LETTERS	La Born, Roy
	Okasski, Wellington
Peterson, Carl	
Behmar, Joe	Scarthland, Gunnar
Delgado, Nazario	Williams. Edward

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Douglas 1058. Residence Phone Prospect 2908.

INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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INFORMATION WANTED

Brother of Carl Wohmar Holm, a native of Isle of Nargem, Esthonia, born 1888, last heard of at Newport, Monmouthshire, England, on an American ship in 1916. Kindly communicate with Erik Kristian Holm, care National Sailors' and Firemen's Union, 9 Dubois street, Antwerp, Belgium. 7-27-21

Mrs. Margareth Watson is anxious to ascertain the whereabouts of her husband, John Watson, who left Seattle on board the S. S. "Jadden," and was then heard from in June, 1920, on board the S. S. "Quaker City," at Philadelphia. Anyone knowing his whereabouts, kindly communicate with his wife at 3420 Thirty-ninth avenue S. W., Seattle, Wash. 6-22-21

You Want the Truth

This year there will be stirring times in the Nation. Under government censorship it is increasingly difficult for the average man to get the real meaning of the social and political movements of the day.

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Weekly News Letter
Contributed by the American Federation of Labor

To Make Workers Pay Taxes

The big effort of war profiteers will be to shift taxes to the poor, said Congressman Huddleston, of Alabama, in a speech in the House. He added that this "will be the great issue for the next quarter of a century."

"The rich are dissatisfied with their income and profits taxes," he said. "The profiteers and war contractors are not willing to pay for the war out of the millions they were able to amass out of it; they are no more willing to give up one penny from their ill-gotten gains than if they had won them by honest and legitimate means. The fact that they overcharged the Government for munitions and supplies; that they overcharged the people for the necessaries of life in the time of our nation's peril is no reason in their eyes why this burden of paying for the war should be placed on their shoulders. Profiteers, war contractors, big business and big finance, all the classes of wealth and privilege, will battle with all their resources to place the burden of paying for this war on the backs of the poor, of the multitudes who toil, of the plain people of this country. That is to be the great issue for the next quarter of a century."

The speaker called attention to a prediction he made when the Cummins-Esch bill was passed—that increases in rates would be based upon the so-called "book value" of the railroads, "with all the stealing and watered stock of crooked promoters from the very beginning of the railroad business."

"My prediction proved true," said the lawmaker. "The railroads were permitted to increase their rates upon the basis of their book value of $18,900,000,000. Upon that fraudulent valuation they were permitted to earn the 6 per cent return.

"Yet today you can go upon the stock exchanges of the United States and buy every dollar of stock, of bonds and other securities of all the railroads of the United States for less than $8,000,000,000. Accepting the market value of their stocks, bonds and securities as the true value of the railroads, they were given increases in rates so as to raise their net earnings to 14 per cent. Think of it! No wonder business is strangled. No wonder the people are crying out against excessive railroad charges."

Glove Hides Iron Fist

Every advance by labor is marked by three stages—open antagonism, alleged friendship with hostile design, and final acceptance.

These stages are clearly marked as labor develops power and ability to shape a substantial public opinion for the cause it pleads at that especial time.

When cornered, the second stage is greed's favorite device. It may be termed the "velvet glove" period, and now confronts organized labor in the form of company "unions," which their backers call "industrial democracy" and "employes' representation."

Wage-earners have forced practically all opponents to outwardly accept the principle of labor organization. Conspiracy laws have been annulled, and the men who no longer dare favor these laws organize company "unions" for employes. In every instance the employer holds the veto power over decisions by these "unions."

It makes no difference to these employers whether they deal with their workers as individuals, or through petty bosses. Whether through agents, or directly, in its last analysis the employer is as much an autocrat as if no company "union" exists.

The company "union" bears no resemblance to trade unionism, either in form, spirit, or purpose.

The form of the company "union" is imposed on employes and does not grow out of their experience.

The purpose of this "union" is to retain boss control of wage-earners while lulling them into the belief that they have a voice in their working conditions.

The spirit of the company "union" is paternal—the opposite to that which pervades trade unions.

Workers may be temporarily forced into their company "unions," but they will abandon them as truly as water seeks its level. They cannot be a substitute for trade unions because they are uneconomic and dishonest.

Social justice and improved working conditions is the trade union center of gravity, while company "unions" are formed by those who ignore every ideal and instinct in men who would better their lot in life.

Organized labor can shorten the "velvet glove" period of opposition to trade unionism by agitation, education and organization.

Defend Ousted Teachers

At Peoria, Ill., Miners' Union No. 4646 protests against the dismissal of eleven public school teachers, and in a resolution forwarded to the school board these coal diggers indulge in Americanisms that political agents of big business should remember.

The miners say that the teachers are ousted "for apparently no other reason than that of belonging to a labor union and voicing their opinion on a matter of State Government."

"Therefore," the resolution continues, "we draw these subject matters to your attention: That their discharge was made possible by a subsidized press that molded public opinion in a manner prejudicial to them.

"We are aware that organized labor does not constitute all of the toilers of America, but they stand for the things that are right.

"Freedom of speech carries with it the right to be wrong and to be immune from censorship.

"Closing the mouths of American citi-

(Continued on Page 11)

S. T. Hogevoll, Admiralty Lawyer, Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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(Continued on Page 11)

The Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO
BY THE
SAILORS' UNION OF THE PACIFIC

ESTABLISHED IN 1887

J. VANCE THOMPSON.....Editor
S. A. SILVER.....Business Manager

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Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter. Acceptance for mailing at special rate of postage provided for in Section 1103, Act of October 3, 1917, authorized September 7, 1918.

NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, JULY 27, 1921.

LIGHT WHERE IT IS NEEDED

Due to the fact that there has arisen some doubt as to the purposes and policies of the proposed federation of marine transport workers on the Pacific Coast, a little enlightenment on this subject will not be amiss at this time.

The purpose of the Marine Transport Workers is to have the various unions engaged in the marine transport industry affiliate into federations in every port along somewhat similar lines to the organization of the Waterfront Federation of San Francisco, with headquarters in a port selected by the combined federations.

The initial step was taken in San Pedro by sailors and longshoremen who felt the urge for greater solidarity among the port workers. Resolutions were passed and committees were appointed by both unions in that port, followed by like action at San Francisco and Seattle.

In preparing a policy to govern the organization, the committees at San Francisco considered a number of new and progressive propositions, among which was the necessity for regulation of the agreements which might be entered into by any one of the affiliated unions. It was understood that "Whatever agreements may be entered into between affiliated unions and their employers shall be put into operation and expire simultaneously, and that they must be approved by the federation at its headquarters."

A transfer system provides that "A member of one union affiliated with the federation desiring to work under the jurisdiction of another union affiliated with the Federation shall be entitled to transfer from one union to another without payment of initiation fee," provided, of course, that the member was in good standing on the books of his respective organization at the time of desired transfer.

A working card for members of all unions affiliated with the Federation to be issued and presented by the members on the job at request.

Owing to the misunderstanding and action of the Seattle Committee, several minor details will require straightening out before submission of the plan can be made. In the meantime, for the benefit of all concerned, the intent is not a union but a federation of unions already established and operating in the marine transport industry.

SET SAIL AGAIN

Last spring we nervously watched the threatening clouds and prepared to meet the shock of coming storm. Our fine weather canvas was furled and gear made clear for running.

The gale struck us in all its fury, from all directions at once, and it turned out to be a veritable cyclone.

One after another, the lighter sails have been carried away and we find ourselves amidst tempestuous seas riding out the gale under short canvas.

But the maintopsail still stands and the good old ship "Sailors' Union" rides out the gale staunch as ever, defiant of hostile elements. The battering has only served to make our crew more wary and determined to reach the goal for which we set out the "Brotherhood of the Sea."

Our faces are set to the final destination, and notwithstanding squall after squall from every quarter we shall continue to weather the gale until calmer seas furnish us an opportunity to set on full sail again.

Under shortened canvas, for a time it may be necessary for us to feel our way, but it depends upon the conduct of the crew as to what shall constitute the period of restricted navigation.

There may be some who might entertain thoughts of deserting the ship; there may be others who incline to shirk the discomforts or sacrifices required in duty well performed, but the great majority of the crew are made of that stern material that does not know what evasion or quitting means. These men will continue on clearing away the ribbons from the yards, repairing the damage and preparing the ship for future and more glorious conquests.

It is up to every one of us to look deep into our consciences and see in which class of seamen we find ourselves. To desert the ship is cowardly, to evade our duties and responsibilities is contemptible; but to set our teeth to the elements and struggle on, no matter what the odds, is glorious, worthy of seamen and the traditions of our calling.

Shake a leg there, comrades, and let us get down to fast sailing again; the good old ship is as seaworthy as ever.

OBTAINING RESULTS

While we are informed that the Japanese lines are getting the cream of the grain trade from the Columbia river to the exclusion of ships of all other nations, the following item in the shipping news is significant:

"Functioning of the new navigation law of Australia, which prohibits foreign vessels not paying the same wages and maintaining the same equipment as Australian ships from engaging in the coastwise trade of Australia, has seriously affected the operations of two Japanese lines. The Osaka Shosen Kaisha and the Nippon Yusen Kaisha state that there is not enough remuneration derived from Australia's coastwise trade to prompt the Japanese lines to meet these requirements, according to Sydney advices. The Japanese lines have been receiving a fair share of the coastwise transportation of coal and fruits between New Zealand ports and Sydney and Melbourne."

The manner in which the Australians solve the Asiatic problem is somewhat different to our own. While we fill and back, threaten and equivocate, the Australians make no fuss, but use direct action.

Recently we were informed of an Australian naval vessel rounding up a colony of Asiatics—which had settled in one of the provinces—and transferring them by main force back to the land of their birth. In this manner they get results.

SHIPOWNERS SQUEAL

The American shipowner is perfectly satisfied to take the best of it in any shady deal wherein the Government or the other party are the victims, but when he is on the short end himself he emits a squeal like a dying porker. The shipping news columns of a San Francisco paper recently carried information to the effect that:

"Charges have been laid before the United States Government by American shipmasters that the system of graft prevailing in South American and other foreign ports in the customs and quarantine services is now practiced on such a large scale that shipowners stand to lose thousands of dollars annually.

"The complaints state that the practice of forcing gratuities has increased heavily during the last few months. Officials of the board have intimated that the charges would be taken up with Washington and that efforts would be made to stop these annoyances.

"Gratuities at the ports complained of run all the way from tobacco to a hundred dollars, according to a report made by one captain, who stated that a three months' cruise in and out of these ports had cost nearly $250.

"Attempts to evade the 'graft' result disastrously for the offender. A master of a ship may 'get by' on one voyage, but his ship is marked and he suffers upon his next arrival.

"This system of graft in the ports named always existed, the complaint states, and it is useless for a few American shipmasters suffering from this system to try and rectify it.

"Methods for extorting money from shipmasters are varied, according to the complaint. If you leave a member of the crew behind to go from one Argentine port to another you are liable to a fine of $1000. If you bring a stowaway into the country you deposit $1000.

"Some of the ports complained of are Havana, Cuba; Bahia, Brazil; Rio Janeiro, Montevideo, Buenos Ayres, Rosario, Port Leixoes and Lisbon, Portugal."

The name of Sing Sing, in Westchester county, New York, where the best known penitentiary in the United States is located, was first settled about 1700, taking its name from the Sin Sinck Indians. In 1906 the name was changed from Sing Sing to Ossining.

During the busiest season of the year unemployment in the United States is of alarming proportion, with evidence suggesting that big business is satisfied to aggravate the situation.

There are approximately four million jobless workers, with every prospect of this vast army growing to the ten million mark before next spring.

It is unfortunate that the country has not one statesman with the necessary courage and breadth of vision to meet this emergency. The American Federation of Labor seems to have even lost the power to suggest remedial action, and none has been attempted.

We can only hope that before disaster overtakes us somebody will see the light, because hungry men are sometimes dangerous to the established order of things social.

From the manner in which the press is giving publicity to alleged proposals for conduct of a general strike in this city, we are compelled to entertain the thought that there is a Senegambian in the woodpile somewhere.

It is against all rule and precedent for the Associated Press to give even a line to any matter which would benefit the workers.

In this instance the employers must be obsessed with the belief that their tracks are well covered.

The trade union is a standing challenge to that miserable old cynicism, "Every man for himself, and the devil take the hindmost."

SHIPS AND "AMERICAN PLAN"

With bullheaded persistency the operators of steamship lines endeavor to destroy the seafarers' organizations, but the price of their obstinate efforts is slowly and surely becoming evident. Ships are deteriorating to such a degree that breakdowns have become the general rule instead of the exception; while the antics performed by some of the nondescripts composing non-union crews reveals elements of discomfort and danger to passengers which will not be tolerated for any extended period of time.

The following items from the daily press reveal the operations of passenger vessels under the American plan:

With one boiler entirely disabled, the Matson Navigation Company's liner "Hawkeye State," 22,000 tons, limped into Los Angeles harbor twelve days overdue, with many of the passengers sick on account of drinking salt water.

According to Robert Burns, Boston attorney, one of the passengers, the ship was officered mainly by college students who were hired during the marine strike.

The first assistant engineer, according to Burns, was a former boxer from Seattle; the second assistant engineer, a law student at the University of California, and the third assistant engineer, a medical student from Boston.

Burns said he was trying to get to Los Angeles for the Elks' convention, which ended a week ago.

At Gatun Lake, in the Panama Canal, the boilers became filled with salt water. When the "Hawkeye State" had worked northward as far as Salina Cruz, two of the boilers went out of commission. The ship drifted at a speed of about one knot per hour, according to Burns, and ran ashore near Salina Cruz.

The crew then struck, and demanded $5 each before they would return to work, Burns said.

Sixty-two of the four hundred passengers were booked for Los Angeles, but many of the others came ashore here, preferring to travel for the balance of the journey to San Francisco by rail.

When the supply of fresh water ran out, passengers disembarking here declared, salt water was boiled and used as a substitute. Many cases, none of them fatal, developed.

The crew is said to be composed of three hundred non-union men.

Yo Ho for a trip aboard an American ship under the "American Plan."

It's some experience, says Captain Wm. M. Gill of the San Francisco fire department.

Captain Gill recently took a trip to Seattle on the "Admiral Farragut" of the Pacific Steamship Co.

The captain wanted to sell some fire engines at the northern city. He represents the J. H. Lashbrooke Co., fire engine dealers.

Said the captain, after returning from Seattle—by rail:

"Only wish I could uncouple a section of the fire hose I was taking to Seattle while I was aboard that ship and hose down the decks. They weren't washed during all the time of the trip.

"When we hit the rollers outside The Heads July 7 the green crew of stewards disappeared. They were sick, deathly sick. Didn't show for the rest of the trip.

"We made our own beds, waited on ourselves at table and took care of our rooms.

"Some parts of the decks were filthy. Some of the passengers never reached the rail when they became seasick. No effort was made by the crew of the vessel to clean the littered decks.

"Detectives employed by the company were continually snooping around among the passengers to hear what they could hear.

"I made a successful business trip to Seattle; glad I went. But I came back by rail. No more sea trips for me under the American Plan.

"Imagine what would happen in a time of panic or peril with the lives of passengers dependent upon the efforts of those boys. Why, they didn't know a lifeboat from a fire hose."

The foregoing reveals a serious state existing under the fine weather conditions of the summer months. What can be expected when winter sets in and Old Ocean assumes its angry mood again!

Operating vessels with inexperienced crews is neither practical or profitable, but the shipowners seem determined in their efforts to destroy the unions, no matter at what cost. How blind their vision and vain their efforts the near future will reveal.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., July 25, 1921.
Regular weekly meeting came to order at 7 p. m., J. Vance Thompson presiding.
R. INGWARDSEN,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.
This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.
R. INGWARDSEN,
Secretary pro tem.

Vancouver, B. C., July 18, 1921.
Situation satisfactory.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, July 18, 1921.
Situation satisfactory.
A. KLEMMSEN, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, July 18, 1921.
Situation satisfactory.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403

Aberdeen Agency, July 18, 1921.
Situation satisfactory.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, July 18, 1921.
Situation satisfactory.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, July 18, 1921.
Situation satisfactory.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, July 11, 1921.
Situation satisfactory.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., July 21, 1921.
Secretary reported situation unchanged.
EUGENE STEIDLE,
Secretary.
86 Commercial Street. Phone Kearny 5955.

Seattle Agency, July 14, 1921.
Situation unchanged.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, July 14, 1921.
Situation unchanged.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street. Phone Broadway 2989.

San Pedro Agency, July 14, 1921.
Situation unchanged.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

LOCKOUT AFFECTS CANAL

Commercial traffic through the Panama Canal during June was the lowest in tonnage and tolls collected for any month in the last fiscal year, according to a report from the Panama Canal office.

The number of commercial vessels was 193, compared with 210 in the preceding month and 201 in June, 1920, while tolls collected were $71,967, against $835,900 in May and $711,268 in the preceding June.

Despite the falling off in traffic during the last three months, however, the tolls for the year amounted to $11,276,899, against $8,513,933 for the year preceding.

ON THE ATLANTIC AND GULF COASTS

Contributed by the Atlantic and Gulf Seamen's Union

CASES OF INTEREST TO SEAMEN

Frederick R. Graves, 256-257 Broadway, New York City, an Admiralty Lawyer specializing in seamen's actions, has won two important points in the Courts recently, and believing that they are of unusual interest to seamen, he has written in sketchy fashion the signficance of these two decisions:

Case No. 1

In Noe vs. United States Shipping Board Emergency fleet Corporation and France and Canada Steamship Corporation, a seaman sued the United States Shipping Board and the private steamship company jointly, as owners and operators of the steamship "Polar Star." The action was for damages and was brought on the theory that the vessel was unseaworthy because there was no combing, guard or protection around the hatchway, thus causing the plaintiff to fall through the opening and sustain severe personal injuries. The defendants pleaded that the Supreme Court of Kings County, in the State of New York, had no jurisdiction to hear the cause. They argued that a suit against the United States Shipping Board Emergency Fleet Corporation was, in effect, a suit against the United States, because the governmental agency was instituted for public purposes. The Trial Court dismissed the complaint on the defendant's motion.

The Appellate Division held that this dismissal constituted reversible error and granted a new trial. The Court adopted Mr. Graves' contentions, namely: (1) That the complaint stated a good cause of action; (2) that on the authority of United States vs. Strang (decided February 1, 1921, by the United States Supreme Court), the United States was a separate and distinct entity and that is agents and agencies were not immune from suit when they were acting in a private capacity, such as the United States Shipping Board Emergency Fleet Corporation was at the time it chartered the steamship "Polar Star" to the private company. This victory is especially enhanced by the fact that counsel for the seamen was opposed by the draftsmen of the Act, which created the United States Shipping Board Emergency Fleet Corporation. Notwithstanding this fact, he was not able to convince the Appellate Court that his view should be accepted.

The far-reaching effect of this decision will be to compel the State Trial Courts to take jurisdiction of all causes of action brought against the United States Shipping Board Emergency Fleet Corporation for injuries sustained by reason of the unseaworthiness of Government-owned ships, operated by private steamship companies.

Case No. 2

Judge Frank Cooper, sitting in the Federal Court for the Eastern District of New York, charged a jury in Goldsmid vs. Luckenbach Steamship Company that the Federal Employers' Liability Act applied to seamen as well as railroad employes and that the jury's verdict should be according to the terms of this law. This is the first case on record in which a seaman has invoked Section 20 of the Jones Act of June 5, 1920, amending Section 20 of the Seamen's Act of March 5, 1915.

The plaintiff in this action was injured by falling through a defective floor-plate in the engine room of the Steamship "Hattie Luckenbach." The counsel for the steamship company argued quite stoutly that the injury was caused by the fault of a fellow servant and that, on this account, the common law rule of Chelentis vs. Luckenbach, etc., was controlling, and, therefore, that the steamship company was free from liability.

Mr. Graves, however, satisfied the Court that the purpose of Section 20 of the Jones Act of June 5, 1920, was to change the common law rule, which had so militated against the interests and welfare of injured seamen. Congress was prompted by sound public policy when it endeavored to legislate in alleviation of the legal plight in which seamen found themselves to be after the decision in the **Chelentis** case. The attorneys for the steamship company, at first, asked for a new trial and wanted to file a brief against the constitutionality of the Federal Employers' Liability Act, as applied to seamen. After their allotted time had expired, however, the attorneys for the steamship company withdrew their objection and consented to pay the judgment without leave to appeal. The consequence of this decision is that a seaman has a precedent which he can cite to his advantage when hurt by the unseaworthiness of a ship or the fault of a fellow servant on a ship. In either case, the steamship owners are liable.

TIMES HAVE CHANGED

Editor THE SEAMENS' JOURNAL:

Do you remember the time when a new and terrifying invention was used for the purpose of killing man—when a little devil called submarine was cruising the seas? Do you remember the dark nights, when the ship, with all lights out for fear of the little devil, was stealing over the seas? Do you remember when every uncommon sound set our hearts up in our throats? We need not be ashamed of those temporary apprehensions. The bravest man sometimes fears a danger he knows is there, but cannot see. And we down in the fire and engine room, the very spot the little devil was aiming at! Were we afraid? Oh, yes, a little. But did we run from our posts? Nothing doing!

Oh, yes, we remember, we were called brave men and pointed out as heroes at that time. But what are we today? We are pointed at as a bunch of criminals, as destroyers of the American Merchant Marine. The same men who called us brave have no use for us today. They have thrown us out on the street, down in the gutter, to starvation; not only us, but our wives and children or a dear old mother or sister who are dependent upon our wages. Still they have the nerve to say: "If the workers would be submissive, there would be plenty of work."

Do you feel very friendly, comrades?

It is time we wake up; it is time we do something; it is time we use our common sense.

The American Merchant Marine is headed straight for hell, says Mr. Edgar Pennington Young, publisher of The Marine Journal. Yes, but the seamen are put in the hottest corner. It is up to us to get out of the hot corner before we perish. We have always been looking up to our leaders, expecting them to think for us, to speak for us and to act for us. We have to stop that and use our own brains and judgment. We did not get the support expected from the American Federation of Labor and our own international failed to meet the situation. Think this over and remember we are spending money on them to no use. We have a free hand today. We can do what we think is best.

Our only chance, our only safeguard, in the future, not only to us, but to all transport workers, is an amalgamation or federation of all seafaring men, longshoremen, harbormen, etc.

However, we have to start over again; but let us start right; don't let us make any more mistakes; let us take advantage of whatever we learned during the last fight and never forget that ship owners have millions of dollars, the Government and the opportunity to make the law operate in their interests only.

FRED HOLTZBERG,
Brooklyn.

A NATIONAL CALAMITY

Those seamen who have sailed out of English ports can appreciate the conditions under which the population of that country are now living. Following war, reconstruction, getting back to normalcy and its attendant industrial chaos, the country is now suffering from a severe shortage of water.

According to recent press dispatches, not for a century has there been such a drought throughout the British Isles as has now prevailed for months. Manchester, which is largely dependent for its water supply on England's Lake District, has only eighty-six days' water reserve. All municipalities are being cautioned to waste no water. From John O'Groats to Land's End the United Kingdom is like a parched Texas prairie.

The neckwaters of the Thames are now only shallow streams. Londoners have been requested to take baths in only an inch of water.

If the drought continues it may also have the effect of curtailing the output of beer. This in itself is adding to the average man's worries.

Golf courses throughout the country have been burned to a crisp during the recent rainless months. Cattle in the Highlands and Midlands are suffering from depleted water supplies. All the crops are affected seriously by the protracted drought.

England has been almost rainless, except for a few showers, since the middle of January.

MR. HENRY GOSLING'S PRESIDENTIAL ADDRESS

(Continued from Page 3)

Government and the employing class would have no hesitation in resorting to the underpaid labor of the German workpeople in order, if possible, to break the power of the workers in an industrial dispute in Great Britain. This we now see has actually transpired. Speaking for myself, I offer the most emphatic protest against those Unions, and especially the officials of those Unions which refused to assist the Federation in its policy of boycotting foreign coal. There are those who would desire to utilize the Federation when it suits their purpose, but who are keen to repudiate their responsibility to the Federation if and when they consider it entails any personal risk to themselves or to their own organization. We are entitled to expect the same measure of loyalty from the affiliated Unions as those Unions themselves expect from their officials and members.

Sympathetic strikes and stoppages on a large scale can never be effective unless and until the Federation has vested in its Executive Council more power to instruct its various sections to take any action deemed desirable. Loosely-knit federations have undoubtedly served a useful purpose, but the time has gone by when we can any longer rely upon scratch resolutions and instructions being made effective.

The Federation and the National Union of Railwaymen, while realizing that material help has been contributed to the Miners' Federation in the blockade policy, have been compelled to terminate this policy for reasons which will appear in the Executive Council's report.

Despite the tremendous and still growing volume of unemployment, the membership of the Federation has not appreciably declined. On the contrary, it shows a slight increase. This indicates that the membership of the various unions are realizing the need for maintaining their organization in present-day conditions, and the strength of the various unions reflects great credit upon them.

An amalgamation movement is now in process of complete fruition, and the Executive Council will report to you their intention to ask power to widen the scope of Federation activities. I trust that before we assemble again as an annual general council the number of unions in our industry will be considerably reduced in consequence of the process of fusion and amalgamation.

We have been compelled to witness a regrettable dispute affecting one section of seagoing workers. In this instance the Federation was not the negotiating body nor did it have any voice in determining the details or method of settling wage reductions. Two unions inside the Federation had agreed upon certain prescribed wage reductions. The third refused, and made a brave fight to resist the reductions, but ultimately the executive of this organization was compelled to declare the strike at an end and to order a resumption of work upon the terms accepted by the other two unions. Here I make a personal appeal to the delegates to determine as far as can be determined their own problems as affecting a section in its entirety. For one union in a section to resist proposals when two others have accepted shows clearly that infinitely better results could have been achieved by co-operation either independently of or through the medium of the Federation.

The Executive Council has had under review for a long period a union which has acted with the basest ingratitude and disloyalty to the Federation and to the constituent unions of the section concerned. This is the United Road Transport Workers' Association. In consequence of their action, the Executive Council had no other course than to expel them from the Federation. I hope that by excluding the organization from the Federation we are not excluding the members, and that the process already in operation of transferring them into other affiliated unions will be accelerated.

The time ahead of us will be a serious one. While we were recording one advance after another in the years 1916, 1917, 1918 and 1919, and even 1920, our members were enthusiastic in their confidence in us. All that we did on their behalf was applauded on all hands, but the immediate future will be a testing time for them as well as for us, and I sincerely hope that they will devote far more attention to their trades union activities than has unfortunately been the case in times past, when negotiations were more easy. We may have to give ground in accepting reductions in wages as the cost of living shows evidence of a decline, but my fervent hope is that we shall give ground as an organized force, keeping our formation intact, and maintaining the loyal co-operation of our members in order to prevent us showing divided forces to the employers when we meet them from time to time. It is as true to say today as ever before, that the employers and their representatives in the Government will give us no more than we compel them to give.

The Government which sent its delegates to the Washington Convention have refused to introduce legislation to provide for an eight-hour day. They have broken the promises they made during the war to make the conditions of life for the toiling masses materially better than they were in the pre-war period. Organized labor will be well advised to rely more and more upon its own courage and capacity than in the pious phrases and promises of capitalist politicians. No Union and no Federation of Unions can do any more than the members collectively can compel.

Two years ago one might have looked forward to a period of social betterment, but those who told us again and again during the war that blood was being shed to make the world safe for democracy are now clearly revealing their intention of making the world safe for our organized plutocracy. My advice to all those here assembled is to throw themselves into the work of consolidating and reorganizing all the forces of labor, including those of the Federation. Critics we shall have, but critics are helpful when their criticism is well informed. Pugnacity in our members is an advantage when it is well directed. Audacity is useful when audacious schemes are solidly conceived and can be deemed to carry us in a progressive direction. Loyalty and co-operation between members and officials alike is as necessary today as ever, and I trust that your deliberations here in Edinburgh will bring good results to those you represent in particular and to the working class movement in general.

MEN OF LABOR, ONWARD!

With the approach of Labor Day it is necessary that there be a stock-taking and a making of plans for the future work of our labor movement.

American labor, on its day of celebration and commemoration this year, must give to the world a message of hope, of courage, of determination and of constructive thought.

The forces of destruction and of reaction have made every possible onslaught. They have sought to disrupt, to tear down, to despoil, to imprison, to corrupt. They have sought to injure and destroy by economic might, by the passage of hurtful laws, by the abuse of injunctions, by the manipulation of wealth and by the use of that portion of the public press which customarily lends itself to the uses of the unprincipled.

The trade union movement has stood like a rock through the storm. No assault of reaction at any period of history was ever more successfully withstood. No body of men and women anywhere at any time ever manifested a sterner spirit or stood more unitedly than the American trade union movement in the face of the hostile attitude of aggressive and ruthless organizations of employers, bent upon breaking down the organizations of the wage-earners.

Our movement has now reached the point in the struggle where it is not enough to stand firm in resistance. We have resisted at every point until the drive of the labor-hating opposition has been brought to a point where it is without initiative, without enthusiasm, without what may be called driving power. This does not mean that it is not still a menace. It is a menace as long as it exists, and it remains a menace which cannot be lost sight of for a moment. But it has for the present been beaten out of its initial momentum by the tremendous effort of the trade union movement.

The time has come for Labor to assume the aggressive. We have held the line. Our positions are intact. It is the hour for a great forward movement. With a unity such as our movement has never excelled, with a spirit of determination unequalled, let us face the future prepared to take advantage of every opportunity which the future offers.

The labor movement predicates the success of every effort upon the righteousness of its position and on the strength of its organization. The principles of our movement have been tried and found true. The great need of the day is organization and more organization—more unity and solidarity. The necessity of trade unionism—always a necessity and hope of deliverance—must be carried to the unorganized everywhere.

The organizers of the American Federa-

(Continued on Page 11.)

WASHINGTON LETTER

(By Laurence Todd)

Enslaving the Miners

If you are a coal miner in a non-union mining district in West Virginia, your relation to the mine operator is the relation of the most servile of bondmen to its master. If the operator finds that you have joined a union he dismisses you—not merely from your job, but from the place you foolishly called your home. His gunmen come, on three days' notice, and throw you and your family and your few belongings out of the company shanty, upon which you have paid the two weeks' rent. They call it "delivering you to the outside."

C. F. Keeney, president of District 17 of the United Mine Workers of America, and W. E. Hutchinson, organizer in Mingo county, told the Senate Committee investigating the Mingo strike all about this eviction feature at recent hearings. They had both been evicted for having joined the union. Thousands of others in the same region had paid the same penalty for daring to stand up and declare their manhood.

"You see, Senators," smoothly explained Attorney Avis, for the Mingo County Operators' Association, "our West Virginia Courts have decided that the relation of the miner to the company is that of servant to master, and not the relation of tenant to landlord, even though a definite rent is paid to the company for the house. It is just as though you, Senator, should dismiss a domestic servant and order her to vacate her room in your own house."

Senator Kenyon, presiding, got the idea. But he did not seem to like it. After a while he asked about the issue in the West Virginia struggle.

"It seems to be an issue of the right of the miners to belong to a union," he said. "That's it, isn't it? The miners insist that they have the right to belong to the union, and the companies refuse to employ them or permit them to stay in company houses if they join?"

Counsel agreed, and the witness agreed, that that was the issue.

Kenyon of Iowa, Sterling of South Dakota, Shortridge of California, McKellar of Tennessee and Caraway of Arkansas comprise the committee. Sterling and Shortridge, at least, are anti-labor. Kenyon and Caraway are not, apparently, prejudiced against the miners. In the hearing room sit Mother Jones and T. V. Powderly, once head of the Knights of Labor, listening eagerly. Keeney and Fred Mooney, secretary-treasurer of District 17, with Sid Hatfield of Matewan and other stalwarts of the union ranks, sit with their lawyers, Houston and Birkenshaw. Across the room are bunched seven or eight lawyers and mine officials, eagerly whispering over the moves to be made in defense of West Virginia mine despotism.

Vicious Practices Exposed

R. H. Kirkpatrick, a dark, slender mountaineer, takes the stand and confesses to his part in a frame-up against the strikers, arranged by the superintendent of the Burnwell Coal & Coke Co. last January. He tells the story so simply that it carries conviction of truth. He says that the superintendent, who was worried because their little band of strikebreaking foreigners had become unruly, called him to the office and told him that a "stunt must be pulled off." He proposed to send a man up the mountain side, to shoot down toward the mine mouth. The foreman was to be at the mine and return the fire from a rifle. Then the superintendent, with one or two other men in the scheme, were to make a brave show of going right up the mountain to drive out the attacking party. Of course, nobody was to get hurt. The shooting would be understood to be an attack by strikers, and would bring back the Federal soldiers and thereby restore the foreign scabs to obedience, and would help to break the strike.

Kirkpatrick swore that the plan was duly carried out; the foreigners being greatly impressed with the rifle battle and the quick return of the soldiers. A lot of ammunition was used up in the hour of shooting. Later, however, the superintendent dismissed him, and the foreman decided to tell the truth about the "battle."

The Senators were much amused by this ray of light upon the real situation back of the newspaper accounts of "attacks in force" upon the coal towns by "armed mountaineers."

Miners Seeking Justice

Keeney read his latest proposal, sent to Governor Morgan on July 11, 1921, for a possible settlement of the Mingo strike.

His terms were that all the miners be returned to their jobs without discrimination; that the eight-hour day be recognized; that the semi-monthly pay-day and the right of the miners to trade in whatever store they pleased be granted; that a check-weigher be allowed the men, and a 2000-pound ton be recognized; that a joint committee be established to settle local differences, with a board of arbitration for all disputes which the committee failed to adjust.

The operators made no comment upon this or any of his many earlier proposals, beyond saying that they had "nothing to arbitrate."

The Mingo strike arose from the fact that the miners suddenly decided to form unions, to protect themselves against robbery at the operators' hands. The companies dismissed more than 2700 of them for joining the United Mine Workers, and then the union called out 3000 who had joined and had not yet been dismissed. The reason for the sudden decision to organize was the refusal of the Mingo operators to pay the wage increase ordered by the President's Bituminous Coal Commission after the 1919 strike—an increase of 27 per cent. The Mingo operators granted only 5 to 10 per cent increase in pay. Moreover, they took even this raise away from the men by raising prices 5 to 20 per cent at the company stores.

"Any man who tried to trade at the outside stores, where prices were very much less, was changed to a worse place in the mine, where he could not earn so much," said Hutchinson. "For years, I got only from $5 to $20 actual money every two weeks for myself and wife and two children, after my store bill was taken out."

One Vinson, opening the testimony for the operators, made a wild speech against the United Mine Workers, claiming that the union had undertaken to seize and confiscate the coal mines of the Nation. Kenyon tried to pin him down to proof, but he was too hot and fanatically anti-labor to do more than point to the demand of the union for the "full social value of the product" as being a demand for confiscation of the mines.

The Senators are unwilling to go to West Virginia for any testimony or investigation that can be had here at the capital. However, they will visit Mingo county when the necessity arises.

The Worst Expected

Whether the good results achieved eight years ago in the case of the Cabin creek coal war will be duplicated this year for Mingo county is open to doubt. This is not a year in which organized labor is respected by our politicians. The present administration is anti-labor to an extreme degree. President Harding is about to appoint one George McClintic, a notorious corporation tool, to the Federal Bench in West Virginia, in defiance of the protest of organized labor, the organized farmers, numerous civic organizations and decent citizens. The United States Senate will confirm the appointment. In this environment a helpful investigation of industrial autocracy and terrorism in West Virginia has little chance. The most that can be expected is that the Senate will again show the country that labor must send its own spokesmen to the National Legislature and to the executive and judicial branches of the Government.

Machinists Head Returns

Aside from the Mingo hearings, the labor event of the week here is the return of William H. Johnston of the Machinists from Europe, with unchanged mind on the subject of Russia's need for American trade. He was excluded from Russia, through some mistake in policy at Moscow, but he was not embittered on that account. He found all of Europe suffering from the industrial depression and organized labor anxious for genuine peace and disarmament and reconciliation which will permit of a restoration of trade across all frontiers.

Johnston is in great demand as a speaker, since he has made a study of the tendencies in the British and German labor movements and their apparent drift back toward parliamentary and industrial methods of agitation.

MEDITATION!

Men of the sea in numerous crowds
Are walking now down at the "Fronts";
Their horizon seems to be darkened by clouds
And words of protest are passing their mouths,
As the weeks now turn into months.

They were compelled to leave the ship,
Not willing to crawl to such terms
Imposed on them as the master saw fit,
Taking their rights away, bit by bit,
Making them slaves in return.

But don't be hasty, you men of the world,
For the sky's not as dark as it seems.
The storm is naught but a passing squall,
The fortified castle is soon bound to fall;
You can then build your shattered dreams.

F. HARMS.

MEN OF LABOR, ONWARD!

(Continued from Page 9.)

tion of Labor, both those who give their full time to the work and those who serve as volunteers, the officers of national and international unions, of State federations, city central bodies and local unions, have ever been faithful and self-sacrificing; but the movement calls upon them for redoubled effort, for a greater consecration to the work and for a more energetic deliverance of the message of organized labor.

In addition it should be considered the sacred duty of every individual member of the trade union movement, every member of the great rank and file, to constitute himself an untiring organizer of men and women for the great tasks that lie ahead.

Labor Day this year should be made a red-letter day in the history of organization work. Upon that day our movement everywhere should so conduct itself as to compel for its ideals and its practical purposes the attention of all wage-earners. The observance of Labor's great holiday should be so ordered in every community as to drive home the message of trade unionism and to carry to all hearts and minds the thought that the organized labor movement is the great movement of workers for human freedom and progress.

The trade union movement is dedicated to the proposition that autocratic control of industry must be destroyed in order that there may be a full development of human freedom, and in order that all men and women may have a voice in the determination of their destiny.

This is a purpose worthy of the best effort of a great wage-earning population. It is an ideal to fire the souls of men. It is the great task of the labor movement.

This task, this great constructive effort for human freedom, can be accomplished only as the workers organize. Democracy enters into modern industry only through the organization of the workers. Autocratic control, with all of its brutality and injustice, remain in full flower where there is no organization of labor.

The greatest contribution which the members of our movement can make today to the cause of human progress is the unrestrained giving of effort in the work of organization.

Set Labor Day as the day upon which our great effort is to begin. Set Labor Day as the day upon which we cease holding the line and begin to move forward in a great resistless wave. Upon that day let there be demonstrations, let there be great gatherings of the workers. Let there be inspiring public addresses and distribution of the literature of our movement. Let there be everywhere enthusiastic celebration of Labor Day. In those communities where lately there has been an abandonment of Labor Day demonstrations, let there be a revival of them. Let there be a full utilization of every proper means of carrying to the great masses of our wage-earners the necessity of trade unionism, and from that day on let the work of organization go on with such a vigor, such an intensity and such an inspired purpose as our movement has never known.

It is the hour for action. Rally the forces of labor everywhere for the great forward movement. Bend every energy to the work of organization.

Through organization our movement will achieve every good purpose, and through organization will be defeated every selfish, greedy and undemocratic purpose or reaction.

The voices of the defenseless call upon us. The eyes of the downtrodden are turned toward us. The tide of progress waits upon our effort.

Men of Labor, be up and doing! Organize the unorganized. Unite and federate the organized in solid phalanx. Men of Labor, be up and doing! March forward and upward to the goal of justice, freedom and humanity!—Samuel Gompers, in the American Federationist.

"BERTIE MINOR" WRECKED

The schooner "Bertie Minor," from Makambo for San Francisco, was picked up at sea in a leaking condition and towed into Vila, New Hebrides, by the steamer "Makambo." The vessel arrived at the New Hebrides port prior to May 9 and the delayed message was just received here recently from Melbourne when the captain of the "Makambo" made his report.

When taken in tow, the schooner's pumps had broken down and part of her cargo had been jettisoned to keep her from foundering. The vessel was leaking, and the remainder of her cargo of copra will have to be discharged.

The "Bertie Minor" sailed from Makambo for San Francisco on April 4.

WEEKLY NEWS LETTER.

(Continued from Page 5)

zens, whether civilian or public officer, is not good business in a free country. Repression has profited nothing in any age or in any country, but on the contrary it has fomented rebellion, inflamed radicalism and embittered the liberal."

Refuse Wage Cut

Federal Judge Alschuler, arbitrator in the meat packing industry, has refused the packers' demand for a horizontal wage cut of 5 cents an hour. Approximately 100,000 workers are affected by the decision. The arbitrator held that reductions in the cost of living are not as pronounced as employers claim, and in some instances there has been no decline. Taxes, he said, are constantly mounting, street car fares remain 60 per cent above pre-war prices, while gas, electricity and fuel continue at high rates.

"Newspapers, a most general necessity, remain at the highest point, from 100 to 200 per cent above 1914 prices," he said. Among other costs which have not started to decline, the arbitrator named rents, telephone and telegraph service, freight and passenger rates, while such essential foods as milk, bread and bakery products, fruits and meats show only slight decreases.

The Kansas Trades Unionist observes that business men were amused when wage workers were caught in the toils of Allen's kangaroo court, but these business men have changed their tune. The president of the Southwest Coal Operators' Association at Pittsburg, told Allen's "can't-strike" court that the Governor is chiefly responsible for the demoralized condition of the coal industry.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
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Labor News

Machinists at Peoria, Ill., have secured a satisfactory adjustment of their strike in commercial shops.

The Philippine Labor Congress has voted to invite Samuel Gompers, president of the American Federation of Labor, to visit the Philippines, should he go to Japan.

At New Orleans the Saenger theaters have locked out organized musicians who refused to abrogate a contract and accept a 20 per cent wage reduction.

The Denver Street Car Company has rewarded its "free and independents" by slashing wages. These employes broke the recent strike of street car men who resisted wage cuts.

The Illinois State Legislature refused to pass a full crew bill, urged by trade unions and the railroad brotherhoods as a safety measure of interest both to trainmen and the traveling public.

Boston.—Coopers employed by the American Stave and Cooperage Company are striking against wage reductions. The shop is controlled by the Lucas E. Moore Stave Company and has large interests in southern States.

Loaded with inexperienced men, the barkentine "Anne Comyn" developed a decided list and it was necessary to discharge 180,000 feet of lumber and reload before the vessel could leave the Everett mills for San Pedro.

At Los Angeles, Cal., thirteen motion picture studios have been affected by the strike of their mechanics against an order reducing wages. About 1200 men are now out, according to a statement by representatives of producers.

Victor Andrews, owner and editor of the Houston Labor Journal, was found in a semi-conscious condition on the seawall at Galveston, Texas. His condition is reported as serious. He is thought to have been attacked and robbed, according to the police.

Searching investigations and several arrests have resulted from the deportation of a number of Japanese from Turlock, Cal., by the white melon pickers working in the district. The raid came as a climax to a period of friction between Mongolian and white workers.

Longshoremen of the Columbia River ports are considering the acceptance of proposed reductions in wages from 90 to 80 cents per hour for straight time and from $1.35 to $1.20 per hour for overtime. Such reduction was previously agreed to by longshoremen of the ports on Puget Sound.

Employing printers of St. Paul, Minn., decline to act on the Governor's suggestion that differences over the forty-four-hour week be arbitrated. The State has created machinery to adjust industrial disputes, but the employers and their secret backers will not accept this peace plan.

Hope for a settlement of the deadlock between Washington coal miners and operators which last March resulted in the closing down of twenty-nine commercial mines in the State, was abandoned by both sides when operators mailed notices to striking miners asking them to vacate on or before August 31 houses leased from the companies or standing on ground owned by the companies.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Einar
Erikson, Lars
Ekengren, Olaf
Erikson, Nils
Eklung, Victor
Edvordsen, John
Elsted, John
Edvords, Louis

Forbes, Frank M.
Fugman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
Grau, Axel
Graudin, Ed.
Gulliksen, Amandus
Gangsrod, Karl
Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Halley, Wm.
Hagen, Harald
Healey, Geo. S.
Halvorsen, Karl
Hansen, Martin
Holmen, K.
Harper, Earl
Hoed, Hans
Heggum, Louis
Harms, F.
Hefling, Jack
Halmin, Wm.
Hahnqvist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
Jansen, R.
Johnson, Dick
Janson, John
Johnson, Elias
Jenson, James
Johanson, Matt
Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
Jorgensen, Fred
Johnsen, Ludvig
Johansen, Arthur H.
Jacobson, M.
Johnson, Ed. -2294
Johanson, Olof K.
Johnson, G. A.
Jacobson, Torgils
Johanson, Henrik
Johnson, Alex
Jensen, Wilhard, E.
Johansen, Carl
Jones, A. H.
Johnson, Gust

Kallo, K.
Karlson, G. A. -1190
Krastin, J.
Kragstad, A. E.
Hoppen, Oluf
Kristiansen, Aarnt
Knudsen, Andrea
Kilkeary, Frank C.
Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Laaklnen, Fred
Livingstone, Ed
Larson, Rudolf
Lucy, James
Lichtenberg, Ben
Lauritsen, P. E.
Ljungstrom, Oscar
Lee, L.
Larsen, Emanuel
Larsen, E. -1345
Lauritsen, P. E.
Leeween, A. W.
Landlung, Chas.
Lauritsen, Jack
Larson, A.
Lawersen, L.
Lleson, Wm.
Lynum, A. M.
Lutton, Theod
Lyngues, Chr.
Lund, Eric

Millard, Frank
Martinsen, Ingvald
Macleod, Alex
Molder, John
Monroe, N. S.
Mengert, Fred
Moore, Thos.
Margaard, H.
Nilsson, N. J.
Nilson, A. H.
Nelsen, Janus
Nelson, Swan
Nilson, Carl -802
Nurse, A. L.
Nilson, Adolf
Norgaard, H.
Michalson, Harald
Mursh, Chas.
Mann, Albert
McPherson, James
McLean, Angus
McIntyre, L.
McCoy, J. L.
McMullen, J.
Nelsen, Peter
Nelsen, Rosa
Neelsen, H. J.
Newland, Ernest
Nyhagen, Julius
Nicholsen, Ben
Nurken, Herman
Nelsen, A. B.
Nelson, Werner
Nelson, P. A.
Nilsen, Harald
Ovist, John
Osterberg, C. V.
Optedal, Caspar
Pendville, N.
Pedersen, J. M.
Petersen, Bjarm
Parker, Bert
Pederson, C. E. -1286
Pedersen, Herman
Nahinan, F.
Nilsen, N. P.
Olsen, John H.
Owens, J. W.
Ogga, Ed
Pedersen, Emil F.
Pabus, Laas
Pedersen, Ole
Pedersen, O. J.
Permin, J. C.
Pedersen, E. P.
Paulsen, O. E.

Quandt, A.
Rasmussen, Chr.
Rod, S.
Rasmussen, Peter
Rebour, Frank
Rorvik, Chas.
Randle, C. W.
Reilley, Ralph
Ross, Herbert
Ronberg, Edvard

Sandin, P.
Sater, P. Pedersen
Skag, Otto
Saderberg, Albin
Scarpa, E.
Stiffler, Roy
Sherrin, E.
Strand, Charley
Skaag, Paul
Shipley, A. M.
Steiner, F.
Stenberg, Hjalmar
Sitts, La Verne
Simonsen, S.
Sandstedt, E. H.
Seyfried, M.
Thorsen, V.
Tasel, John
Torwich, Hans
Tangeros, L.
Thomsen, Peder
Theysen, Arthur
Unwin, H.
Wheeler, G. W.
Welkens, Henry
Wiger, John
Welson, E. W.
Wilson, Walter
Westerlund, Albert
Stetson, Henry
Schrage, P. W.
Schler, T. J.
Schirmbel, Rup
Sarv, H.
Smith, Aug.
Scarlett, J.
Swansen, Axel
Salonen, Ivori
Salmar, K.
Stockburger, C.
Stidham, C. W.
Samuelsen, Hugo
Semberg, John
Swanson, J. -1013
Sandvik, H.
Teneson, J.
Tripplett, C. J.
Thorsen, Hans
Tugmen, Arthur
Thorsen, Hans
Torstinsen, A. J.
Volley, P.
Wold, Stadius
Ward, Wallace
Wahlstrom, Eric
Wallin, A.
Walker, A. A.

SAN FRANCISCO
Alaska Fishermen's Letter List.

Andersen, Ole
Anderson, Hilding
Albertsen, John
Brown, George A.
Carlson, E.
Carlsen, Ernest
Clark, Bruce
Flem, Knut
Graham, R. J.
Harji, Elmer
Hagburg, Gust.
Johansen, F. C.
Johanson, Fritz C.
Jacobsen, Emil
Karlkromoli, Steve
Lauren, William
Larsen, Theodor A.
Miner, J.
Millsson, B. E.
Olsen, Oscar Johan
Smith, R.
Schultz, Walter
Shooba, Nils
Schaffer, Paul
Tonnisen, Peter

Aberdeen, Wash., Letter List.

Anderson, E. F.
Anderson, Olaf -1118
Anderson, John C.
Anderson, Charlie
Albers, George
Barton, M.
Bohm, Aug.
Carman, P.
Fostervold, Kasper
Gustafson, J.
Harris, John T.
Molmberg, Trans.
Johannessen, Alf.
Johannessen, Jonas
Jackson, John
Jesperson, Martin
Lepp, Alex.
Laisel, Harry
Nielson, Chr.
Nielsen, Hans
Newington, Fred
Olsson, Chas.
Pedersen, Wilhelm
Peterson, John
Parker, Arthur
Rengsdorf, W.
Rawley, Bruce
Rubens, Chas.
Randle, C. W.
Saro, W.
Smith, C. Johan
Smith, Fred
Smith, Emil
Schant, H.
Tonsfeldt, John
Torjesen, Gunwald
Vejvada, Frank
Vetters, Oscar
Westerberg, Carl
Wilenius, J. T.

Tacoma Letter List.

Dominguez, Joseph
Jarvinen, Oscar
Low, G.
Nelson, Andrew B.
Smith, John
Matson, P.
Smith, Carl Johann
Tomphson, T.
Johannsen, Charles A.
Rengsdorf, W.
Robinson, Lawrence
Sandberg, John
Evans, Jack
Recocone, Walter Francis
Magnunon, E. W.
Andersen, John
Klingenberg, John
Marvis, John T.
Scully, John

Honolulu Letter List.

Gustafsan, Erik
Lauber, Emil
Lee, Robert
Olsen, Carl W.
Sackett, Norman
Scott, Harry T.

INFORMATION WANTED

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Albertsen, J.
Alto, John -1349
Andersen, Harold -1495
Anderson, Harry B.
Anderson, Gunnar
Arakesen, Asak
Anderson, O. G. B.
Anderson, J. N.
Anderson, A. B.
Andersson, Gust B.
Anderson, Charles A.
Anderson, Sam
Arnesen, Isak

Bersin, Jacob
Belmont, Joe
Baxter, Thomas A.
Balotin, Alex
Bordreaux, E. T.
Bee, Ivar
Bordell, J.
Boom, A. E.
Boyd, W. P.
Brast, K.

Capadanna, Frank
Clementsen, Alf
Crawford, Thomas
Cristen, John
Carroll, Kenneth
Carr, Robert R.
Calcoff, Sam
Cordeau, Thomas
Carlsen, Dick
Cormie, William
Craig, Theo
Cameron, Robert
Catherwood, Horace
Carr, R. W.
Cumalat, John H.
Cords, W. A.

Dant, Bryant C.
Desmond, Albin
Deaver, Alvin
Diaz, Domingo
Daunt, C.
Dallman, H.

Eliasson, George
Eliassen, Emil
Evenson, Alex
Erickson, J. E.
Evans, John

Forsberg, Alfred
Fernandez, Chas.
Fritze, Harry
Fugman, Arthur

Gunnerud, Ulrik
Gaide, Wm.

Haierup, Axel Johansen
Hanlon, William
Horton, Geo. A.
Harnick, Julius
Horner, Ambrose
Hagberg, Norman
Heiari, August
Hickey, John
Hellman, Max
Hall, Robert E.
Holly, J. D.
Hammer, Ernest O.
Heino, A.
Harbst, John -2905
Hanson, Harold
Horton, B.
Hurley, Michael

Iwersen, W.
Isaak, John S.
Jensen, Paul
Jorgensen, J.
Jentouch, Solfred
Jonassen, Johannes
Jensen, Kristian
Jorgensen, Jens G.
Jomo, John
Johnsen, James
Jorgensen, Knud
Johnsen, George
Jones Arne M.
Johansen, Ed.
Jonessen, Fred
Jacobsen, Tom
Johansen, J. -1432
Johnson, F. K.
Johnson, Tom
Jeffries, Eddie
Jensen, Marius
Johnson, C. A.
Jonssen, Fred
Jacobsen, Alfred
Johansson, Albert
Janson, John R.
Johnson, Oscar
Johanson, Ed
Johansen, Carl
Johanson, N. A.

Koff, Michael
Knudsen, Andrew
Kloe, Arthur
Kopatz, Oscar
Kind, Herman
Kalnin, Ed.
Koski, Juho
Kaernback, Hugo

Laursen, Max O.
Lamon, Arne
Ligovski, Joe
Lued, Paul
Luhrs, Ludvig
Lobelos, Jose
Lueder, Wm.
Lynch, James
Loven, C.
Lindholm, Chas.
Lind, Carl
Lund, F.
Loeff, H. van der
Lodersen, John
Lill, Karl
Lindroos, Oscar
Lehan, C.
Lee, James
Larsen, Olaf J.
Lueder, Wm.

Morcu, Harry
Morris, Oscar R.
Martinson, J. L.
Mattson, Maurice
Meuse and Meuser
Moritz, W.
Machen, L. E.
Mize, J. H.
Melaa, Peder
Martensen, Peder
Murphy, Edward
Moulas, Nick
Morris, Oscar R.
McBride, George
McClosky, Williaim
McMullen, Dan
McGhee, E. J.
McCard, Albert

Nelsen, C. A.
Nankinen, F.
Nystrom, Uno
Nelson, Charlie
Neville, Thomas

Olson, Ed.
Olsen, Henning
Ossante, Anthony
Odom, Jackson
Olson, Olaf V.
O'Donnell, Jas.
Olsen, Harold
Ofeldt, C. G.
Ovist, John
Olsen, Ole P.
Olsen, Kristian

Peterson, Oscar -1558
Perry, Peter
Pahis, Jim
Petterson, Axel K.
Persson, Bernh
Pastorillen, H. K.

Ragen, J.
Rogers, Robert G
Rantala, Sam
Ruygrok, Dick
Runsha, Henry
Rokow, Steve
Rengsdorf, W.
Runge, Robert
Reidel, Gus
Romani, G.
Rogers, G. T.

Schladenhauffen, H
Strasdin, Jans
Schmidt, H. T. L.
Sunde, O.
Sutstrom, Hjal
Selzer, Max
Samuelsen, H. M.
Shafer, Ray W.
Stenros, John E.
Saland, Hans
Seaman, Fred
Schachte, Alf
Sandblom, H.
Seabrick, Paul
Sievert, Ole
Svensson, Erik
Sorensen, Edwin
Sether, S. J.
Sandberg, N. A.
Schierenbeck, Karl
Sandbock, George
Stewart, Elder C. L.

Thompson, M.
Thompson, Maurice
Tilernlund, John
Tinsman, F. T.
Thompson, Marvis
Tanum Helge
Thomas, Fred

Viets, C. L.
Vizcarra, Oscar
Verney, Ole

Wick, Ole
Williams, Frank
Williams, Edw. P.
Wright, Charlie
Wilhelmson, Karl
Wennerquist, A.
Ward, Stephan
Winkelman, Otto
Wilson, Edw.
Wright, Tom
Wilson, John
Wolde, John
Zilla, Joseph

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Announces he has enlarged his offices and will continue to furnish free legal advice to all seafaring men. Inquiries by mail should be brief.

INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Taliac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic," "Cold Spring vs. Lycoming," Benoni vs. West Hargrave," "West Harcuver vs. Ozaukee," "Western Glen vs. City of Forth Worth." S. B. Axtell, 9 State St., N. Y. 3-29-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Mrs. M. Black, 100 Plain street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, George Baxter, last seen in March, 1920, at Tampico, Mexico. 6-1-21

James Kenney of Philadelphia, last seen in Pennarth, Wales, is inquired for by V. McMahon, 96 Plain street, Providence, R. I. 6-1-21

World's Workers

According to recent messages from Dusseldorf, Germany, coal miners throughout the Ruhr district have gone on strike. One of the demands of the strikers is for abolition of the coal tariff agreement. The strike of the laborers employed on lands controlled by the municipality of Berlin, in progress for some time, is threatening to develop into a general strike of all the municipal workers in support of the agricultural laborers. Their leaders say that partial returns of a vote show there will be a two-thirds majority for a strike. The Communist organ, the Red Flag, declares that, so far as the electric and tramway workers are concerned, the two-thirds majority already has been exceeded.

The eight-hour day and forty-eight-hour week are established by law in Belgium. In a letter to the Ministry of Industry, Labor and Food, the King said: "I have just ratified the hours of employment Act, the result of long discussions in Parliament and of an agrement for which the Chamber and the Senate have made praiseworthy effort of conciliation. The eight-hour day has therefore been won legally. It remains now to win it from an economic point of view." Greater production on the part of the workers and new methods on the part of the employers that Belgium may export to sustain two-thirds of its population. This country can only support one-third of its population, the remainder depending on industry and commerce.

In England, disillusion is the fate of those who believe trade union activity can be supplanted by Government boards that will enforce fair working conditions and a living wage. Apprehension is being felt in labor circles at the apparent lack of official interest in the question of trade boards. Originally instituted to force the sweating employer to toe the line and pay at least a living minimum wage, their arrival was hailed with general satisfaction. The number of boards have steadily increased. Unfortunately there has been a marked hostility on the part of many employers who have adopted every conceivable method of frustrating the beneficial results of the trade board movement. Now, however, it would seem that this hostility, fatal to the badly paid worker in a weak trade union, has spread to the ministry of labor.

A tense situation appears to be developing in Japan between labor on the one hand and the Government and capital on the other. The dispatch of troops to Kobe because of the situation created by the dockyards strike there has inflamed the workers, many of whom at secret meetings in Tokio adopted a preliminary plan to organize Japanese labor into a vast federation, similar to the American Federation of Labor, in defiance of Japanese law, which does not recognize labor unions. It also was decided to inaugurate a strike of 200,000 workers in Tokio unless shorter hours and more wages were granted. The employes in the Government are taking a leading part in the agitation. One thousand employes of the Formosa Sugar Company in Kobe have been dismissed and the plants of the company closed, and another thousand workers in the Dunlop Rubber Factory have gone on strike.

Domestic and Naval

There were 69,960,834 passengers carried by the Municipal Railroad of San Francisco during the past fiscal year. Out of this entire number, but one passenger was killed.

A total of 29,201 aliens were naturalized in June, of whom 6453, or 21 per cent, were Germans. Austrians numbered 4014, Italians 3508, and nationals of Great Britain 3313. The smallest number, nineteen, was from Spain.

Eighty-three days from Mollendo, Peru, the five-masted barkentine "Katherine Mackall" recently arrived at San Francisco in ballast. A part of her bowsprit was gone, the result of being run into by the Japanese freighter "Koyo Maru," while in port at Mollendo.

For a reason not yet reported, the steamer "West Haven" of the Atlantic, Gulf and Pacific Line, returned to Baltimore recently. She sailed from the same port two days previously, bound for San Francisco, and laden with intercoastal freight.

The steamer "Effingham" of the European Pacific Line, en route from Columbia river to the United Kingdom with a general cargo from Portland, struck the rocky banks of the Columbia river at Stella, Washington, sixteen miles from Portland, and sank. The crew was saved.

The "K-182," an American fishing vessel of Bellingham, has been seized by the Canadian Government steamer "Malaspina," Captain Newcomb. She was found within the three-mile limit of the west coast. Poaching, it is alleged, was taking place. The "Malaspina" brought her prize into Esquimalt harbor. She had given the "Malaspina" a chase of one mile.

While U. S. Shipping Board officials prepared to seize more vessels operated by the U. S. Mail Steamship Company, officials of the firm charged that foreign influences were behind the Government action against it. Led by Elmer Schlessinger, general counsel of the Shipping Board, officials took over the "George Washington," "America," "Susquehanna," "President Grant" and "Agamemnon." The board charges that payments due the board have not been made.

On her last voyage with 160 passengers on board the Admiral Line's steamer Queen, from San Pedro to San Francisco and Seattle, encountered engine trouble 100 miles south of San Francisco. A wireless was sent out by Captain George Zeh, master of the steamer. The Admiral Farragut, also bound north from San Pedro with passengers, responded and took the vessel in tow. The Red Stack tug Sea Monarch was dispatched and towed the Queen into port.

Naval authorities have been advised that the United States Naval Hospital at Yokohama, Japan, maintained for the officers and men of the American Asiatic fleet since 1845, is to be abandoned. The buildings, which are on leased ground, will revert to the Japanese Government, in accordance with a clause in the agreement made at the time the hospital was established. Economy is the reason assigned by the Navy Department for the closing of the Yokohama hospital.

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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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Alfredsen, Adolf
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Olsson, Carl J.
Powell, J. E. S.
Rohman, Georg
Sidoroff, N.
Taylor, James B.
Twigg, Harry
Wagner, R. H.

INFORMATION WANTED

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

Mrs. Dan Fortune, 49 Reid street, is anxious to ascertain the whereabouts of her son, Dan Fortune, a member of the Marine Firemen's Union of the Atlantic. Anyone knowing his whereabouts will confer a great favor by communicating with his widowed mother. 7-13-21

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Anyone knowing the whereabouts of Joseph Bert Riese, a native of Cleveland, Ohio, last heard of December 1, 1919, in Savannah, Ga., when he shipped on the SS. "West Apaim," please communicate with his mother, Mrs. Joseph Riese, 4120 Bailey avenue, Cleveland, O. 6-29-21

Anyone knowing the whereabouts of Olaf Erling Hendriksen, a native of Norway, age 33, last heard from on the Atlantic Coast, kindly communicate with his brother, Albert Hendriksen, Aalo Post Office, Christiansand, Norway. 6-1-21

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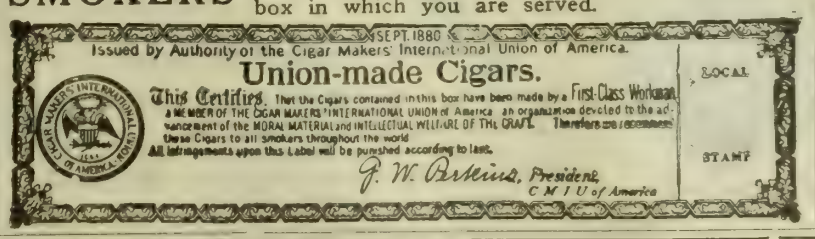

News from Abroad

Troops occupied Viterbo, Italy, last week as the result of the killing by Socialists of James Beckett, an Englishman, and the wounding of his mother, the Honorable Lucy Katherine Beckett, his brother and their chauffeur.

Pittsburg companies interested report that four thousand men, working at top speed in six-hour relays, are striving to prevent further spread of the oil fire, which has caused damage amounting to several million dollars in the Amatlan oil field of Mexico.

Ten military agricultural colonies formed by soldiers of General Cedilla have been organized in the State of San Luis Potosi, and all are said to be flourishing. Former soldiers of General Carrera have also organized several agricultural colonies in the State of Tamaulipas.

Work in newspaper offices in Rio Janeiro, between the hours of 8 o'clock Sunday morning and 8 o'clock Monday morning, is prohibited, under the provisions of an Act passed recently by the Municipal Council. Rio Janeiro newspapers plan to discontinue Sunday afternoon and Monday morning editions.

What is said to be a record for long-distance wireless on the Pacific was established recently when the Merchants' Exchange at Vancouver, B. C., received a radio message giving the position of the Canadian-Australian liner "Makura," which was one day out of Auckland, N. Z., a distance of six thousand miles.

General Pelascitas, the revolutionary leader, has been defeated at Chinampa and his troops dispersed by Federal soldiers under command of General J. Guadalupe Sanchez, chief of military operation in the State of Vera Cruz. The Federal forces captured arms and ammunition from the insurrectionists.

The Moscow Izvestia reports the registration up to July 13 of 27,779 cholera cases, as compared with 13,476, which had been registered up to July 6. Among passengers on railway trains 5412 cases have been discovered. The health officials of Latvia, Esthonia, Lithuania and Poland have been invited by the Latvian premier to a conference at Riga, to discuss the advisability of a frontier quarantine.

Reports from Rome state that the Fascisti-Communist horrors in Sarzana threaten the overthrow of the Italian Cabinet. Reports from recent fighting state that twenty had been killed and at least thirty wounded. Dispatches from Sarzana described the murders of wounded Fascisti by hospital orderlies carrying surgeons' knives. The dispatches stated they knifed their victims as they lay painfully wounded on the ground where they had fallen in fighting.

An appeal to all nations asking that they organize to provide immediate aid for "millions of Russians now suffering from famine in the region of the Volga river and territory to the southwest," was issued recently by the executive committee of the Russian Constituent Assembly. The appeal says that within this territory, which is greater than that of France and Germany combined, millions of Russians are facing starvation, while their Government is totally unable to render assistance of any kind.

With the Wits

"I claim that Congressmen are paid more than they're worth."

"How much are they paid?"

"I don't know."—Nashville Tennessean.

Is Lasker preparing himself an out for his administration of the Shipping Board? What he has to say sounds like notice that no matter what happens things cannot be worse than they are.—Chronicle.

Custom inspectors in New York have been instructed to guard against smuggling of liquor by women. Any woman with enough clothes on to conceal a bottle will naturally be under suspicion.—Pittsburg Gazette-Times.

Scout Bill—Hey, Jack, don't those two babies in the next house keep you awake all night?

Scout Jack—No; each one howls so loud I can't hear the other, and the result is absolute silence.—Boys' Life.

Gordon's aunt was giving him a sound scolding about the way he washed himself.

"You know you haven't washed your neck," said Aunt Emma.

"Gee whiz," said Gordon, a note of desperation creeping into his vioce, "ain't I goin' to wear a collar?"

Johnny, who had been invited by his teacher to spell window, answered, "W-i-d-o-w." "Wrong," snapped the teacher. "Can't you tell the difference between window and widow?" "Yes, sir," said Johnny. "You can see through one but not through the other."

"How much shall I put in the contribution box," Hobbs whispered to his wife.

"Wait and see," she responded. "If that odious Mrs. Jennings is looking, put in a dollar bill; if she isn't, 50 cents will do."—Boston Transcript.

Curate (at local football game)—How do you think we shall get on?

Captain—Well, sir, our goalkeeper ain't much use, our center forward 'as a gammy knee and the left 'alf-back may not turn up, but—my brother Jim is refereeing for us.—London Opinion.

Deep Stuff—A woman was waiting to buy a ticket at a matinee when a stranger bumped into her.

She glanced at him, thinking he had pushed her purposely.

"Well," he growled, "don't eat me up."

"You are in no danger," she said, "I am a Jewess."—Sun

Axel, a Swede, in an outfit at Fort Jay, woke up one morning with a desire to loaf. He got put on the sick call, thinking it was worth trying anyway. At the dispensary the doc looked him over, felt his pulse and took his temperature. Then he said:

"I can't find anything wrong with you."

No answer.

"See here, what's wrong with you anyway?"

"Iss," replied Axel, "that bane some job."—American Legion Weekly.

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SEEKING THE FACTS

Senator La Follette Requests Investigation of Marine Lockout

In an address to the Senate. July 25, 1921, MR. LA FOLLETTE submitted the following resolution, which was ordered to lie on the table.

Senate Resolution 113.

Whereas a controversy has existed since May 1 last, and still exists, between the United States Shipping Board and the men employed upon its ships and between the men and the private owners of American ships, whereby hundreds of ships, including those owned by the Government and those privately owned, and many thousands of men have been made idle; and

Whereas the loss to the owners of the ships as a result of the controversy has amounted to many millions of dollars, and the loss to the men in wages alone has amounted to several million dollars monthly; and

Whereas it is reported that as a result of this controversy, large numbers of American seamen are leaving the sea to follow other pursuits, thus threatening the success of the program for the upbuilding and maintenance of an American merchant marine upon which billions of dollars of the people's money have already been expended; and

Whereas the people of this country, who are the real owners of the ships controlled by the United States Shipping Board, have the right to know fully all the facts respecting this controversy; and

Whereas the settlements recently made of strikes and controversies between seamen and ship owners and operators in Great Britain and other countries have released the full maritime resources of those countries to compete with the disorganized Merchant Marine of this country; and

Whereas the continued disorganization of our Merchant Marine must result in closing foreign markets to our agricultural and other products, except as they may be carried in foreign ships upon terms dictated by foreign rivals, presents a situation which menaces the interests of all classes of our people; and

Whereas grave charges against the integrity and efficiency of the management of the Shipping Board and of the public business and the property committed to its care have been made in the press and in the public debate in the United States Senate; and

Whereas it has been charged in the press and on the authority of responsible men and organizations that in the present controversy the Shipping Board has used its great power in a manner inimical to the men and hostile to organized labor: Now, therefore, be it

Resolved, That the Senate Committee on Commerce, or any subcommittee thereof to be appointed by it, is hereby authorized and directed to make a thorough and complete investigation into the controversies above mentioned and the causes thereof, and into the questions of wages and working conditions involved in said controversy, and into the claims and contentions of the respective parties to said controversy and the merits thereof, and into the conditions existing in the marine service of this country on both publicly and privately owned ships; and that said committee thoroughly investigate the methods and practices of said Shipping Board, including its attitude toward marine workers and their organizations, and the agreements, understandings, and relations, if any exist, between the ship owners or operators in the United States, including said Shipping Board, and all associations of ship owners among themselves and with the ship owners or operators or associations thereof in other countries, and any control or attempt to control the shipping interests or business of this country, or any portion thereof, or the regulation thereof, by any foreign interests, concerns, or influences whatsoever, and to report its findings and conclusions thereon to the Senate with all convenient speed.

The said committee is hereby authorized to sit and perform its duties at such times and places as it deems necessary or proper and to require the attendance of witnesses by subpoenas or otherwise, and to require the production of books, papers, and documents, and to employ counsel and other assistance and stenographers at a cost not exceeding $1.25 per printed page. The chairman of the committee, or any member thereof, may administer oaths to witnesses, sign subpoenas for witnesses; and every person duly summoned as a witness before said committee, or any subcommittee thereof, who fails or refuses to obey the process of said committee or appears and refuses to answer questions pertinent to said investigation shall be punished as prescribed by law. The expenses of said investigation shall be paid from the contingent fund of the Senate on vouchers of the committee or subcommittee signed by the chairman and approved by the Committee to Audit and Control the Contingent Expenses of the Senate.

MR. LA FOLLETTE. Mr. President, some weeks ago I introduced a resolution in the Senate providing for an investigation of certain practices of the Shipping Board, and of the controversy which has existed since May 1, last, between the marine workers and the various owners and operators of American ships, including the Shipping Board. About that time the Shipping Board was reorganized and its personnel largely changed, and I have waited during the several weeks since to learn whether the plans and policies of the new board promised a solution of the labor controversy, and indicated an abandonment of those practices of the old board, which have been so justly condemned.

The present board has shown that so far as its labor policy is concerned, it is identical with that of its predecessor, and if its purpose is to change any of the vicious practices of the old board, such purpose has not manifested itself in action so far as I have learned.

I have, of course, no purpose to embarrass the present board by the resolution for an investigation which I have offered, nor in anything that I may say upon this subject. It must not be assumed that an investigation such as I propose is in any way hostile to the Shipping Board or its plans or purposes. On the contrary, it should be distinctly helpful to it.

Here is a board of seven men not one of whom, so far as I am aware, ever had any experience in the management of operation of ships or in the business of marine shipping until appointed to his present position. Yet these men are made responsible for the operation of something like 1,400 Government ships, and the disposal of hundreds of others. They are to supervise the construction of ships contracted for, open trade routes, establish trade agencies throughout the world, and generally to build up our maritime commerce.

Of the operation of these ships, Admiral Benson said on April 27, last:

> We are losing money every day, practically on every ship that we are sailing. We have, as you know, at least 50 per cent of the fleet tied up. We are spending millions every month to keep the ships going. The taxpayers of this country today are spending, as near as I can recall the figures, from $14,000,000 to $15,000,000 a month to keep our ships going—what we are running. (Stenographic report furnished by Shipping Board of hearing on wage reduction of seamen, pp. 48, 49.)

Probably $4,000,000,000 of the people's money have already gone into this enterprise, and hundreds of millions, and probably billions, more will be spent under the direction of this board. (See statement of former Commissioner Joseph N. Teal, Congressional Record, March 3, 1921, p. 4678.) All this vast enterprise is taken over by the Shipping Board in a condition of almost hopeless confusion and disorganization. Under these circumstances, whatever information can be obtained by an investigation of the entire subject certainly ought to be welcomed by every person who wishes to see the Shipping Board succeed in the gigantic task which has been assigned to it.

But more than this. There are two charges which have been constantly made against the Shipping Board almost from the time of its organization down to the present moment. One is that British influences have shaped or influenced the shipping policies of our Merchant Marine, and the other is that the Shipping Board has been hostile to the labor organizations of the sea. If these charges, or either of them, have any basis in fact, then the facts ought to be fully known and the situation properly dealt with. If neither of these charges are true, that fact should be established, and the Shipping Board freed from the suspicion entertained by millions of our people today that its policies are un-American and can never result in building up a genuine American Merchant Marine.

I propose briefly to examine both of these charges, not with the purpose of proving their truth, but with the purpose of showing that they both have sufficient foundation in fact to not only justify but to require the investigation which I propose.

Let us consider the labor charge first.

American Seamen Essential to the American Merchant Marine

I start this discussion with the proposition, which will not be controverted by anyone at all familiar with the subject, that we can never have an American Merchant Marine unless we can attract to the marine service and retain in it genuine American seamen and officers to man and operate the ships. I am not going to take the time to elaborate that proposition. Not only does the history of every maritime power in the world prove its truth, but the manifest purpose of every country in the world today, except the United States, with any maritime pretentions to man its merchant ships with its own citizens, shows how universally the truth of the proposition I have just stated is recognized by the maritime nations of the world.

What good would a fleet of even ten thousand merchant ships have been to us during the late war if they had been manned by the nationals of some other country—possibly alien enemies. Such a fleet would have been a liability and not an asset, at least until such time as we could have trained up American seamen and officers to operate the ships, and this would have been a work of months or years. Even in time of peace we could not maintain American ships manned and operated by foreign seamen. The interests of such seamen would be foreign. If they were able to save a little money, they would leave the service and return to their native land. Seamen are not made in a day or a month, but it is a process of years and means years spent on board ship. The officers necessary to navigate American ships could never be obtained except from American crews.

For a hundred years we have had the money;

we have had the business; we could easily have had the ships. The reason we did not have a Merchant Marine was because we had not attracted American seamen to the service.

Labor Policy of the Shipping Board

It follows from what I have already said that one of the most important, and possibly the most important, duty of the Shipping Board is to adopt a labor policy which will attract to our ships genuine Americans of the kind which so largely predominate in our railroad service and other skilled and responsible employments. No matter what business reforms the Shipping Board may adopt, no matter what economies it may devise or what trade routes it may open, if it adopts a labor policy which drives American labor from the ships, our attempt to build up an American Merchant Marine will be a colossal failure, and the billions of dollars of the people's money will have been uselessly squandered.

The situation resolves itself into this: We cannot have an American Merchant Marine without American seamen. We will not have American seamen unless we pay the wages and create the working conditions which approximate at least to American standards.

The present members of the Shipping Board, when they were appointed a few weeks ago, inherited the labor dispute then existing between the seamen and the Shipping Board. So important do I deem this subject that I am going to ask the indulgence of the Senate to make a brief statement of the principal points of difference in that controversy.

Points of Difference Between the Men, the Shipping Board, and the Shipowners

The seamen engaged in that controversy belong to two organizations. One, the National Marine Engineers' Beneficial Association; the other, the International Seamen's Union of America. The engineers' association numbers about sixteen thousand men. The bulk of them are on the Atlantic Coast. The International Seamen's Union numbers about 100,000 men made up of three groups. The sailors, or deck department, constitutes one group; the firemen, oilers, watertenders, coal passers, and wipers make up the engine department other than the engineers, and constitute another group; and the third group consists of the marine stewards, cooks, bakers, butchers, and waiters, known as the steward or culinary group. A further group, not involved in the present controversy up to this time, is made up of the masters, mates, and pilots, and its organization is known as the National Association of Masters, Mates, and Pilots. Their contract does not expire until August 1, 1921. The word "International" is used in the name of the Seamen's Union, because it has branches in Canada. Otherwise it is purely an American organization.

From May 1, 1920, to May 1, 1921, the agreement in force between the private owners, the United States Shipping Board, and the marine firemen, oilers, watertenders, and so forth (one of the groups of the International Seamen's Union), provided the following scale of wages:

	Wages per month.
Deck engineers	$100
Pumpmen	100
Donkey men	95
Storekeepers	95
Oilers	95
Firemen	90
Coal passers and wipers	75
Watertenders	95

This contract also provided that in port the working hours should be from 8 a. m. to 12 m, and from 1 p. m. to 5 p. m. It also provided for overtime work not necessary for immediate safety—which means practically work in port—at the rate of 60 cents per hour and subsistence for the crew when not fed on board the vessel at the rate of 75 cents per meal, and when compelled to sleep ashore each man was entitled to 75 cents per night for a room. It was further provided that the representative of the seamen's organization should be granted permission to visit vessels, upon presenting a pass signed by the owner at the time of paying off, and at such other times as were agreeable to the representatives of the owners, but under no consideration should the representative of the organization interfere with the men at work. There were various other provisions designed to secure the health of the men and cleanliness of their quarters. This contract was typical of those made with the other seamen's organizations engaged in the present controversy. The wage of [illegible] provided in the agreement was $85 a month and $80 a month for marine firemen. With the [illegible] as a base the wages were slightly higher or lower according as the ratings of the men in the respective groups were higher or lower than the able seamen or marine firemen.

On January 7, 1921, the representative of the committee on wages and working agreement for the American Steamship Owners' Association wrote Mr. Percy, secretary of the seamen's organization, urging a renewal of the wage and working agreement mentioned and saying

[illegible]

a definite reply to us as soon as possible. Every [illegible]

On January 26, 1921, Admiral Benson, acting chairman of the Shipping Board, addressed a letter to the seamen in which he urged acceptance of the terms laid down by the Owners' Association. In this letter he said:

> I am in accord with the program which has been submitted to you in the attached letter, and feel sure that we can count upon your hearty cooperation in taking such steps as are necessary to keep more of our ships in operation, and more of our officers and men in the position to earn their livelihood by the practice of their profession.

On January 31, 1921, the men replied to the steamship owners' letter, as follows:

> The American Steamship Owners' Association,
> Whitehall Building, 17 Battery Place,
> New York City.
>
> Gentlemen: Your favor of the 25th inst., signed by J. McCarthy, vice-chairman of committee on wages and working conditions on board ship, received. After giving your communication the most serious consideration, of which our joint grievance committee is capable, we respectfully submit the following to you:
>
> You are urging a revision "at the earliest practicable date, of American wages and working rules," and you do this for the following reasons:
>
> "1. The general decline in the volume of seaborne commerce.
>
> "2. The intensifying competition of foreign ships operated at lower costs than American ships."
>
> We respectfully beg to submit that your first reason seems to us to be of such a nature that any alterations in wages, overtime, or working rules will not meet the emergency. We are aware that a very large percentage of the tonnage of Norway, Sweden, Italy, and Great Britain are at present laid up. We, not knowing the real cause, have to accept as a cause what seems to be the common understanding, namely, that the poverty of Europe, resulting from the war and peace, has made Europe unable to buy American products, either with gold or any other commodities, and that this has resulted in the stoppage of international commerce.
>
> Your second reason—"intensifying competition of foreign vessels operated at lower costs than American ships"—seems to us to have some merit, and we feel that under certain conditions we could induce our membership to accept a revision of existing rules and conditions.
>
> We beg to assure you that we are deeply and earnestly concerned about the development, the profitable operation, and the permanency of an American Merchant Marine and a real sea power for America. Feeling as we do, that in a large sense our interests are common, we shall be pleased to co-operate with you toward the ends sought to the utmost of our ability, and in such a way as to retain under the American flag not only all the vessels, but to man them with a sufficiently large number of citizen seamen, so as to make the Merchant Marine truly American.
>
> You submit three concrete propositions. The first is immediate elimination of overtime. Second, readjustment of subsistence and room allowance; third, substantial reduction in wages to a basis which will enable American vessels to meet successfully the wage cost of our principal foreign competitors. We assume that in making these propositions, you are thinking of them as principles which you will be willing to modify upon a closer investigation of the facts as they exist here, in Europe, and in Japan. We further assume that you are willing to go into and examine all the facts and that, having thus examined the facts and come to some reasonable understanding that would be constructive and helpful to the building up of an American Merchant Marine, you would be willing to enter into an agreement for another year based on such facts and understanding.
>
> We beg to assure you that we have from original sources some concrete and late information dealing with wages, subsistence, and overtime paid in European countries. We find that there is none of them who do not pay overtime for certain overtime work, and we find further that our own laws and our own decisions here in the United States run in the same direction. If it be your idea to revise the rules under which overtime is being paid, we shall be pleased to co-operate with you. We feel the same way about subsistence and, to some extent, about wages, but all these would have to be based upon a mutual understanding arising out of mutual goodwill and mutual and co-operative work for the building up of an American Merchant Marine.
>
> We respectfully suggest that a conference be called at the earliest possible date, to go into the whole subject matter with a view of such revisions as can be agreed upon and as will then be made the basis for an agreement to carry us through another year.
>
> Again assuring you of our utmost concern and our willingness and desire to co-operate with you on the propositions which we both have in view, and awaiting an early reply, we beg to remain,
>
> Very respectfully yours,
> EASTERN AND GULF SAILORS' ASSOCIATION,
> By PERCY J. PRYOR.
> GUS ERICSON.
> MARINE FIREMEN, OILERS, AND WATERTENDERS' UNION,
> By OSCAR CARLSON.
> JAMES LYNCH.
> MARINE COOKS AND STEWARDS' ASSOCIATION,
> By P. H. GRIFFIN.
> D. E. GRANGE.

On January 31, 1921, the men also wrote Admiral Benson, as follows:

> Hon. William S. Benson,
> Chairman, United States Shipping Board,
> Washington, D. C.
>
> Dear Sir: Your favor of the 26th inst., received and same has been submitted to our joint grievance committee, together with the letter which you referred in your communication. Inclosed please find copy of letter, which we have this day felt it our duty to send to the American Steamship Owners' Association.
>
> In addition to what we have said in the letter to the American Steamship Owners' Association, we respectfully beg to call your attention to the fact that as chairman of the United States Shipping Board, you are operating about two thousand American vessels, or these vessels are at least operated under regulations voted upon and issued by you.
>
> [illegible] years ago there was about 5 per cent of American citizens sailing before the mast in American vessels. The latest census taken in the only way it could be taken indicates that 51 per cent are native Americans. We have no means of accurately ascertaining the number of naturalized Americans, but we do know that there is a considerable number of them.
>
> [illegible] the difference in wages of foreign vessels sailing in competition with American vessels was in some instances so great that competition was impossible, and American vessels went under foreign flags.
>
> The [illegible] of the law of the States and of general evidence has brought this large number of native Americans to sea. They are now leaving. We don't know what they are going when they arrive back home. They are leaving because of lack of work—the disposition of a large number of American shipowners to employ foreigners in preference to Americans—and further, because of the strong rumor that wages are to be cut, and existing conditions destroyed.
>
> As stated in the letter to the American Steamship Owners' Association, we stand ready, eagerly ready, to co-operate for the upbuilding of a real American Merchant Marine and of a real sea power for America. We hoped, and still hope, to have the co-operation of the shipowners. We felt sure, and we still feel sure, that we shall be permitted to co-operate with you and the American Government, even though we should not be permitted to co-operate with the American shipowners.
>
> The number of vessels which the Shipping Board controls will determine the wages and conditions for other ships, if the Shipping Board shall so desire. We beg to remind you that the shipowners and seamen of Europe, and it may include Japan, are now meeting at Brussels, Belgium, in an endeavor to arbitrate the hours of labor in maritime commerce, and to come to an understanding about such other things as may be possible, and we do not feel that they are seriously considering the interests of the American Merchant Marine. We feel that in the coming year or two, perhaps three, it will take all the co-operation, goodwill, and strength of all the different factors constituting the American Merchant Marine to defend the interests of the growing Merchant Marine and sea power of the United States.
>
> In the earnest hope and expectation that such co-operation may be arranged for, and that such meeting will be called for that purpose and that such meeting will be successful, we beg to remain,
>
> Most respectfully yours,
> EASTERN AND GULF SAILORS' ASSOCIATION,
> By PERCY J. PRYOR.
> GUS ERICSON.
> MARINE FIREMEN, OILERS, AND WATERTENDERS' UNION,
> By OSCAR CARLSON.
> JAMES LYNCH.
> MARINE COOKS AND STEWARDS' ASSOCIATION,
> By P. H. GRIFFIN.
> D. E. GRANGE.

Admiral Benson merely replied acknowledging receipt of this letter, and the owners' association did not reply to the seamen's letter at all.

Thereafter, in April, 1921, a conference was called at New York, between the men, the owners, and the Shipping Board. At this conference the owners finally delivered their ultimatum by presenting the form of contracts they would require all men to sign if they were to continue service on the ships after the thirtieth day of April, 1921. A copy of the contract proposed for the firemen, oilers, and watertenders, is herewith submitted. This contract is typical:

Proposed Firemen's, Oilers', and Watertenders' Wages

	Wages per month
Deck engineer	$75.00
Pumpman	75.00
Donkeyman	70.00
Storekeeper	70.00
Oiler	70.00
Fireman	67.50
Coal passer and wiper	55.00
Watertender	70.00

The proposed contract was significant for what it omitted as well as what it contained. It abolished the three watches, or the fifty-six-hour week, for the men; it denied the right of the men to have a representative of the union present when they sign on or are paid off; it reduced subsistence allowance to an impossible basis; it abolished all pay for overtime, and cut the base wage 25 per cent or more. And even the provisions of this proposed contract are subject to abrogation any time on thirty days' notice. Of course, this form of contract was rejected by the men. The proposals of the men were either all rejected or not considered at all, and the meeting ended. It should be stated in this connection that before men take service on board ship, they are called up and individually required to sign the articles which contain the substance of the contract. If they refuse to sign, they are ordered off the ship. It was for failure to sign this proposed contract that the men were ordered off the ship by the officers. The so-called strike of the men, therefore, is really a lockout by the owners.

At the New York conference in April, between the owners, the Shipping Board, and the men, it was specifically stated by the seamen's delegation that the matter of first importance was the development of the American Merchant Marine. The second was wages and working conditions. It was pointed out that when the so-called seamen's bill became a law, it was generally admitted that there were less than 7 per cent of native Americans sailing under the American flag, licensed officers excepted. On the 1st of December, 1920, there were 51 per cent of native Americans, licensed officers excepted, sailing under the American flag, and there was at least 10 per cent additional of naturalized citizens in the same service. This included the Lakes, coastwise, and ocean vessels.

Subsequently a meeting was called by Admiral Benson in Washington, in which he met the seamen's representatives, and after some discussion it was proposed by the seamen to submit the matters in controversy to the President of the United States, who, under the law, exercised large control over the board. This proposition was rejected. The men, however, as a last resort, did address the President on the subject in a communication dated April 29, 1921, which contains a complete but brief review of what had occurred in the conferences to which I have referred. The letter is as follows:

> Washington, D. C., April 29, 1921.
>
> Mr. President: This is a report and a prayer. All the agreements and arrangements between shipowners organized in the American Steamship Owners' Association, the United States Shipping Board, the organized marine engineers, sailors, firemen, marine cooks and stewards, these last three consti-

(Continued on page 11)

WOULD EXPLOIT MISERY

The submerged are always subject to capitalistic exploitation, and we have never seen employers fail to take advantage of condition of hardships and unemployment; whether it was to force an oppressed man to leave his respective locality, so his discontentment would not spread, or to make use of him as strikebreaker in other ports where strikes are on, where men are either trying to better their wages and working condition or, as of late, are determined to retain as fair condition as possible. Employers, with the aid of purchased intelligence, are always able to substitute men forced into submission for those yet to be attacked. This is a standing fact, of which each labor union has had its own experience. Men not belonging to any union can find jobs every day at places declared unfair by organized labor. Employers will even send them across the country to any place in order to break a strike.

Of late this art of hiring strikebreakers has become a business of international importance, most of all in Europe and especially in Germany, a country in size little bigger than the State of Washington, with a population of over fifty million souls, whose industries have to a great extent slowed down, thus facing a critical situation of unemployment for its vast millions. That such a country should prove itself a fertile field for strikebreakers to ship men to other ports might be anticipated, for, after all, hunger is a strong factor and men will do anything to obtain food, even to strikebreaking.

Logically, the best and most numerous class of people to use as strikebreakers from Germany is the seamen, since that country was stripped of its merchant fleet, thus leaving the men without their tools to earn their living with, and shipowners, especially those of Norway, were very quick to use German seamen to combat those who were striking in Norway. Such stories have been circulated here very frequently and German workingmen were gaining a reputation as professional strikebreakers. It is, therefore, gratifying to receive word from unions in Germany showing the other side of the question.

The Schiffarts Warte, official organ of the German Seafarers' Federation, in its latest issue arriving here, urges all seamen to stay away from unfair ships, saying in part: "Ships in any part of the world against which a strike has been declared, must not be manned by any seaman, even if owners are willing to pay union wages; nay, even if they should be willing to pay ten-fold union wages, which is an old trick, and German seamen might remember this from their last strike in 1907. Whoever accepts any position on any such ships deserves no better than a traitor in war and should be treated accordingly.

"The Norwegian sailors were notified on March 31 that their wages would be reduced 40 per cent, to take effect immediately, which the men, however, refused to accept, and on the date of May 8 a strike was declared by a majority vote of two thousand to eight. The shipowners accepted the challenge and took steps to send to Germany for sailors to take the striking men's places. The German seamen, however, declined any such proposition. But the shipowners made every effort and every inducement was thrown to the German seamen to scab."

In spite of miserable conditions in their own shipping and serious unemployment, few scabs were obtainable. The seamen's strike in Norway is now history, the men went back, accepting a 12-17 per cent reduction in wages instead of 40 per cent, and it is pretty safe to assert that such fair terms were made possible by virtue of the firm stand which the German seamen took in the controversy between Norwegian men and shipowners.

By standing pat, these seamen have shown the world that without shipping, and practically down and out, they still refuse to be used as scabs and help defeat their fellow working men in other countries, knowing that the result would be low wages and long hours, not only for the men striking but for themselves as well. High school and university students would do well to take notice and to guide themselves in future by a little more consideration for those men endeavoring to maintain their right and whose places they are only too willing to occupy in the present strike in this country. F. H.

WHAT'S IN A NAME?

Arising out of the recent conference of delegates of the various waterside organizations, held at the Trades Hall, Sydney, to consider matters relating to waterside workers generally, the constitution and preamble of "The Transport Workers' Industrial Union of Australia" has been made available.

The preamble sets out that the interests of the working classes can be advanced by an organization so constituted that all its members in any one industry or in all industries shall take concerted action when deemed necessary, thereby making an injury to one the concern of all. Also that as the working class creates and operates the socially operated machinery of production and distribution, it should direct production and distribution, and determine working conditions.

Union's Objective

The objects of the new organization are:

1. To improve the standard of living and conditions of members; reduce working hours and generally protect their interests; to educate members and build a union for the purpose of abolishing capitalism and substituting in its place the social ownership of the means of production and distribution.

2. To promote industrial peace by all amicable means; to make industrial agreements; to combat lockouts, and to prevent all strikes that are not properly authorized by the union.

3. To establish funeral, sick, accident or other insurance or assurance funds or benefits.

4. To constitute and manage co-operative systems for the necessities of life, manage clubs in the interests of members, and generally carry out such other objects as the committee of management may from time to time think fit.

A proposition is also put forward to establish a system of education by propaganda and literature for the education of the workers to class consciousness.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark Street, Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adeliade, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Langgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregados em Camara, Rue dos Benedistinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

Pacific Coast Marine

Announcement is made that the "Hawkeye State" has been assigned to the Pacific Steamship Company and will be placed on the run to the Orient from Puget Sound.

Manned with a crew of strike-breakers, the steam schooner "Multnomah" rammed and sunk a barge of the Success Towage and Transportation Company in San Francisco bay waters last week.

The steamer "Mexico," which arrived in San Francisco last week, is the first passenger vessel flying the Mexican flag to be seen at the port for years. The vessel will go up for repairs and sail on her first run from San Francisco August 15.

Advices from San Pedro dated July 28 state that union longshoremen at that port have refused to work on board steamers manned by non-union seamen. The "Fort Bragg," the "Admiral Goodrich" and the "Coquille River" are the steamers affected.

Several fishing boats operating from San Diego for albacore recently made catches which brought in over one thousand dollars a day. Fishermen report that albacore are running in unprecedented schools about fifty miles northwest of Point Loma.

The first actual step by the Government toward widening the main channel in San Pedro Harbor has been taken by the War Department. It had advertised bids for the dredging to be opened July 29. The estimate involved the removal of more than 1,250,000 cubic yards of silt.

Repairs to the extent of approximately $40,000 were required on the Shipping Board "535" liner "Hawkeye State," under Matson operation, and the time needed for the repairs forced the company to further postpone the sailing for Honolulu and Hilo.

Inaugurating the Canadian Government Merchant Marine Service between Ocean Falls, Victoria, Vancouver, British Columbia ports and San Francisco, the big freighter "Canadian Rover" arrived at San Francisco last week with a full cargo of paper.

When just north of the nine fathom buoy off the entrance to the Golden Gate, a log raft, consisting of 7,000,000 feet of lumber, snapped her towline and went adrift. The tug "Hercules," which was towing the raft from the Columbia river to San Pedro, sent out a call for assistance. The tug "Relief" from this port responded and assisted the "Hercules" in again securing her tow.

Portland steamship operators and shippers declare they will fight to the last ditch any effort of Puget Sound operators to have Portland join the North Pacific Westbound Conference. Portland's experience in the past of having Puget Sound operators fix rates applicable to the Columbia river no longer will be tolerated and that they hereafter will operate as a separate conference.

Cut in stevedoring charges at Portland will be made August 1 in line with the new wage schedule for longshoremen on the Columbia river. The stevedoring companies will decide on what the new schedule shall be. Wages of longshoremen will be cut 10 cents an hour on all commodities August 1, following a recent agreement reached by the employers and employes.

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SEAMEN! WATCH FOR DEVELOPMENTS.

See Our Weekly Reports Posted in All Union Halls.

I have said that I would never be attorney for shipowners, until the seamen were shipowners. One of the purposes of my visit to Europe this summer is to acquire knowledge as to shipping conditions abroad and particularly to ascertain with what degree of success the seamen of Italy are operating ships.

Any seamen, who, with a view to becoming shipowners some time, are willing to form "a Seamen's Society for Savings" and will pledge to save one-fourth of their wages over their board and lodging per annum, said savings to be put in a depository that they themselves may select, please communicate with the undersigned.

SILAS B. AXTELL, 9 State St., New York City

Portland, Or., Letter List.

Ahlstrom, Ellis	Kraus, Jack
Ahlstrom, Kilian F.	Larson, Chris
Apinaitis, Antony	Lundgren, Gust
Anderson, J. A.	Law, H. C.
Amundsen, Ben	Lackey, Chas. H.
Allen, I. J.	M.
Allen, William	Lambers, G. B.
Anderson, Otto	Leskinen, John
Anderson, Axel	Lewis, H. S.
Anderson, Bill	Lent, Frank
Anderson, A. B.	Langerud, Henry
Allen, E.	McDonald, James
Bassin, George	Miller, Winford
Back, Christ	Mack, George W.
Bachman, Peter W.	Martin, Charles
	Mallkoff, Peter
Baker, Eddie	Meyer, Robert
Beals, Chas. M.	Morey, Art J.
Bjorseth, K. M.	Mikkelsen, Harry
Bennett, Chas. C.	Muldrose, W. L.
Boria, Mike	Markim, Bernard
Breen, Thomas	Mackway, George
Bach, S. C.	McGregor
Bakke, Eilif J.	Neuman, Alex
Corrigan, Reul B.	Neuman, John C.
Cooper, Oswald	Norberg, John E.
Durett, Joseph E.	Norgaard, Henry
Doehring, Otto M.	Norman, A.
De Mon, Earl	Nelson, Peter
Danielson, Alben	Nilsen, Christ
Dietz, A.	Olson, John
Erickson, Emanuel	Olsen, Michael
Erickson, Hans E.	Olson, Tom
Ellis, I. W. S.	Osterlund, A. J.
Emmerz, Josef	Peppert, Fred C.
Engler, Samuel	Peterson, Carl A.
Elze, Carl	Petersen, William
Fielding, P.	Pettersen, John
Forsberg, Swen L.	Paterson, George
Framnes, A.	Petersen, Knut
Fugman, Arthur	Pursi, Ernest
Foster, Clarence	Paysti, Anskelm
Francis, William S.	Preston, E.
Golden, Roy L.	Pope, Bert
Gilkison, A. F.	Pehle, Frank L.
Gray, John	Rhodes, Russel C.
Gluck, Karl	Redondo, Manuel
Gorman, Peter A.	Rever, John T.
Gallery, Russell B.	Rosenau, J.
Glaser, Jean	Robertson, E. J.
Green, Joe	Rengsdorf, W.
Harris, Thomas	Sibley, Milton
Hall, Robert E.	Sadling, Axell
Halvorsen, Hans	Spatig, Harvey S.
Hopperman, H.	Sauer, O. K.
Holman, Martin	Samuelsen, Sigvart
Hanson, William	Sanderson
Harris, John T.	Skaar, Jakol
Huber, Charles L.	Skubber, Hans
Hanson, O.	Skaar, O. W.
Howell, E. W.	Swansson, N. O.
Hanson, Carl	Smith, Carl J.
Holman, Martin	Sitts, Bud
Holstad, Lester	Sinclair, P.
Henriksen, George	Sterner, Charles
Hines, Leo	Slade, I. S.
Hill, Charles	Sanders, George
Holmes, M.	Svansson, Ernest
Heino, Gust.	Toomey, Paul
Ingualsen, Arthur	Thompson, Guy
Jensen, Emanuel	Thornquist, Adolf
Johansen, Stefan	Tuhkanen, John J.
Jensen, Chris -2278	Tolman, W. E.
	Torwick, H.
Johnson, E.	Taylor, Bert
Johansen, Ben	Tingstrom, A. R.
Jensen, E. Churs	Taylor, J. G.
Joyce, Dan	Veits, Clayton L.
Koster, Walter	Weber, Fred C.
Klaver, R.	Westley, W. E.
Karlsson, August	Walter, E.
Kopperman, H.	Wallace, Chess C.
Klock, Karl	Wittavannen, Geo.
Kaaveland, Thos.	Warnick, A. D.
Kennedy, Bart	Walters, Fred L.
Kelly, D. J.	Wohn, Otto
Klepper, T.	Wolff, Herbert
Kordiz, Jack	Wood, E. E.
White, William	Worgaard, H.
Wurtanen, Frans	**PACKAGES**
Willey, Edward	Adams, H. C.
York, Chas. E.	Heaps, James
REGISTERED LETTERS	La Born, Roy
	Okasski, Wellington
Peterson, Carl	Scarthland, Gunnar
Behmar, Joe	Williams, Edward
Delgado, Nazario	

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Douglas 1058. Residence Phone Prospect 2908.

INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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INFORMATION WANTED

Brother of Carl Wohmar Holm, a native of Isle of Nargem, Esthonia, born 1888, last heard of at Newport, Monmouthshire, England, on an American ship in 1916. Kindly communicate with Erik Kristian Holm, care National Sailors' and Firemen's Union, 9 Dubois street, Antwerp, Belgium. 7-27-21

Mrs. Margareth Watson is anxious to ascertain the whereabouts of her husband, John Watson, who left Seattle on board the S. S. "Jadden," and was then heard from in June, 1920, on board the S. S. "Quaker City," at Philadelphia. Anyone knowing his whereabouts, kindly communicate with his wife at 3420 Thirty-ninth avenue S. W., Seattle, Wash. 6-22-21

You Want the Truth

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Weekly News Letter
Contributed by the American Federation of Labor

Lynch Law Rampant

New York, July 30.—Lynch law is rampant in this country, says the New York World, which calls for the law's protection to the individual.

"In the South," says the World, "there are bodies of men organized to set aside ordinary procedure and take immediate revenge on persons, white or black, who by word or deed violate the sacred codes that have grown up around the color line. In the North the differences of opinion are mainly economic, and he who advocates what seems radical or dangerous to the majority—or even in some cases to a minority—lays himself open to being horsewhipped or run out of town. To be a Non-partisan Leaguer in Kansas, a United Mine Worker in Mingo County, or an I. W. W. in Washington, often robs one automatically of the protection of the courts and the authorities.

"If the law is to retain respect, it must come to the assistance of the individual, who is fast losing his ancient liberties of speech and action before the illegal assaults of the crowd. The lynching spirit, once sporadic and universally condemned, grows fashionable and general. The law has been lenient too long."

Would Reduce Wages

Sydney, New South Wales, Australia, July 30.—"The agitation for a reduction of wages in Australia is positively wicked," says the Australian Worker, which declares that the war cost the rich nothing, and that they now possess undreamed of wealth.

"There are simpletons," says the Worker, "who actually believe that every section of the community was hurt by the great conflict. It is incredible to them that in that time of world-wide agony men should be battening on the pain and sorrow of the nations, and reaping a hideous harvest from the slaughter of the battle fields. Yet it is true.

"The war did not depress Australian industries. Nor did it prejudicially affect the operations of commerce and finance in this country.

"On the contrary, it stimulated business in every sphere. New industries were established to supply the needs of the combatants. Old ones were suddenly flung into a whirl of accelerated production. Trade immediately felt the impulse of this industrial activity. The shops were crowded with customers buying at high prices. Trade investors and speculators jostled one another in the banks.

"Be it remembered always that the war cost the rich nothing.

"The Government conducted its military operations on borrowed money, for which it paid exorbitant rates of interest. Instead of levying on the wealth-owning class, in order to maintain its armies in the field, the Government implored them to lend their credit, and taxed the workers to meet the interest bills.

"Thus the rich grew richer than they had ever dreamed of doing, and a staggering debt was piled upon the backs of the workers, to be borne by them and their children for generations.

"One would imagine that even Mr. Plute would be content.

"He is not, however, in the least content. He wants to give his rapacity a third arm.

"Wages, he says, must be reduced. And he throws out broad hints that the workers must learn to live on less.

"He could afford to do it, too."

Co-operation in Europe

Baltimore, July 30.—Co-operation among European farmers is increasing, according to Dr. Thomas B. Symons, director of the University of Maryland extension service, who has returned from a three months' visit to England, France, Holland and Belgium.

He said agricultural conditions are bad, and while co-operation tends to brighten the prospects, "there are other conditions which make the situation of the American farmer ten times better than that of his European brother."

"In co-operative work," he said, "it is evident that Denmark leads the world, particularly in the marketing of dairy and pork products and eggs. In Ireland and Holland the spirit of co-operation has resulted in important achievements, and in practically all of the countries I visited the desire for co-operative effort was apparent. In fact, it seems to me that co-operation everywhere is destined for a remarkable growth during the next few years. The salvation of the farmer will depend upon it."

TO DEMAND FAIR PLAY

Washington reports state that Shipping Board representatives will confer with British shipowners in London in an effort to obtain fair treatment for American merchant vessels in the award of trade privileges in foreign ports. The Board announced that Captain Ferris, district manager at London, had been instructed to make representations particularly against alleged discrimination in the awarding of contracts for carrying Egyptian cotton to British and American ports.

It was considered probable, however, that the conference would have a still broader aspect, and that the Board would insist that its vessels have equal footing with British ships in the awarding of contracts for the transport of all classes of freight.

The Board is understood to have complained to British shipping lines that American vessels have been denied cargoes of Egyptian cotton, although in many instances their bids were lower than those of British ships, which got the contracts. Captain Ferris is understood to have instructions not only to protest against such discrimination, but to insist that half of both the direct and indirect cotton shipments be carried in American bottoms.

S. T. Hogevoll, Admiralty Lawyer, Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

International Seamen's Union of America

Affiliated with
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and
INTERNATIONAL SEAFARERS' FEDERATION

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355 North Clark Street, Chicago, Ill.

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(Continued on Page 11)

The Seamen's Journal

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BY THE
SAILORS' UNION OF THE PACIFIC

ESTABLISHED IN 1887

J. VANCE THOMPSON.....Editor
S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, AUGUST 3, 1921.

LEARN BY EXPERIENCE

A compensating feature of the recent lockout is a sudden realization brought home to union members that the labor movement carries with it certain obligations in addition to those rights which are protected as far as possible by the strength of organization.

While the surface of the industrial sea is undisturbed, it is only natural that we have a tendency, to some extent, to drift along with the current, only to be rudely awakened when the storm of opposition strikes. Although it may be too late, for the time being, to fittingly prepare to meet the shock, we are educated by the experience, and are, therefore, less inclined to present the same weaknesses or repeat the mistakes. If we should fail to learn by such experiences, our repulse would be a calamity. But our weak spots have been brought to light, and an interested and observant membership must endeavor to remedy the situation, unless the effect of lessons taught by adversity are to be entirely lost.

One fact forcibly impressed is the lack of real live interest upon the part of a large percentage of members in the welfare of the organization. If men, who are more concerned in their own personal desires than the interests of the union, are permitted to nest as officials of an organization the rank and file are to blame for allowing them to entrench themselves. The most perfect plans and earnest efforts of a general are wasted if his subordinate officers are incompetent, unfaithful or careless; the whole morale of the army is destroyed, and defeat is inevitable.

Being human, we are not impeccable. Therefore, it is necessary for us to avail ourselves of every safeguard. This we must accomplish.

Our first requirement is to understand our position. We are a mere unit on the great industrial field; therefore, a more perfect solidarity as workers is a pressing necessity. This can only be attained by means of organization, education and agitation. Where our present organization is imperfect we must apply the remedies, no matter how harsh they may appear. Where dead wood is revealed remove it; but support and encourage the earnest and faithful. If anyone has an idea for strengthening our cause it should be pushed forward until adopted, or until it has been proven useless.

Whatever else, we should stand by the union with all the force within us; unorganized we are the prey of every ruthless exploiter, devoid of resistance.

While keeping in view the brotherhood of the sea, the necessity for solidarity with our fellow-workers ashore is imperative.

EMPLOYERS MAKE MISTAKE

Unless something transpires which will check the onward career of commercial tyranny, now sweeping through the civilized world, there is grave danger that a practical illustration will be given to the old saying that "those whom the gods would destroy they first make mad."

Not satiated with enormous wealth gleaned from war conditions, those who think only in profits are gnawing at the foundations of our social structure. They are mere automatons in the progress of a system which is destroying the race. Carried on by the force of a relentless machine, drunk with temporary power, and filled with arrogance, the captains of industry are bringing destruction to all the organizations of the masses. In addition to the labor movement, fraternal and beneficial associations are feeling the weight of present conditions, neither are the churches immune from detrimental effect. However, there is consolation in the thought that even the organized employers can make mistakes. They have determined upon decimation of the American Federation of Labor, and in that effort their interest will be poorly conserved.

As at present constituted, the American Federation of Labor is anything but a menace to the employing interests; in many instances it operates to their advantage. The system of craft organization in its present form precludes solidarity of the workers. Where the leaders of the several unions are not imbued with the natural ambition to climb, or are unaffected with political aspirations, the Courts are effective in nullifying the obsolete weapons of strike or boycot. Trade jealousies and jurisdictional disputes split the contenders into hostile camps to such extent that the common enemy is frequently lost to sight. The policy of entering, as crafts, into agreements—which are regulated by employers to terminate at different times, according to their requirements—has become one of the handiest tools for subjection of the workers, due to the fact that unionists are compelled to work against each other's interests in organized form.

The spirit of unionism is too strong to utterly destroy the labor movement in America, and success of employers to disrupt the American Federation of Labor would only result in a more progressive and effective system of organization.

The American Indian's extinction is only a question of time. The last of the race, however, can receive consolation from the reflection that their people rejected assimilation and wage slavery. They pass from the haunts of men unconquered and untamed.

A MESSAGE FROM FURUSETH
(An Editorial)

To the Officers and Members of the International Seamen's Union of America.
Dear Comrades:

The battle is fought and lost. We have lost many battles before and this is only one more battle lost. To the real fighter for ideals a battle lost means nothing; but that for the time being he must change his tactics. We are not fighting to win battles. We are conducting a campaign to recover our true status among men. Washington lost many battles before he finally won. Bruce lost again and again and yet he won in the end. Sverre lost battle after battle but won at last, and so with Gustav Wasa and Frederick the Great. Let this be a comfort to you. This battle is lost, but the campaign is not unless you shall will it so. Let me recall to your memory some of the battles we have lost both on the Pacific, on the Atlantic, and on the Lakes. But in our campaign we have won more than any other union that ever was organized in modern times.

Our campaign began on the Pacific. It has been a campaign for the freedom of the seamen of America. This campaign we have won and that victory is not lost. We have the freedom of the law for which we fought. That law is our weapon now. If we shall have the courage to use it right, we shall by the by look back upon this defeat as on a pleasant memory. We lost worse than this on the Pacific in 1886. We lost much worse than this again in 1893, but we did not lose courage or hope, we only changed tactics and fought on to new victories. We lost on the Lakes, but we did not quit. We lost again and again on the Atlantic; but we changed our way of fighting and we won another battle. We can and shall win again, if you can see the way and have the courage to walk it. We must again depend upon our own strength, whatever other unions may do; we cannot beg bread from friend or mercy from enemy.

In every union of men there are three kinds of men. First, the strong men who know principles, who know what they are fighting for and who have the character to follow principles. To such men there are no defeats. There are lost battles but no defeats, there is an end, but it comes with death only. We have many such men in our union. If we had them not our campaign would never have been conceived, or it would have been at an end many years ago. Let those men come together, take stock and move on with our campaign. Second, there are strong men without principles, who are in the union not for principles, but for their own gain. They use the rest in their efforts to climb. These men will now leave us. Let them go. It is good riddance of bad rubbish. Let us be glad to see them go. They are of no value in our struggle for the seamen. Third, there are the men who but dimly understand, but the majority of these

"Will feel and follow truth if only you
and you
When you speak be wholly true."

Those who hold us in secret contempt, those who hated us and those who feared us will not be full of joy. "The seamen are defeated," so they will whisper, speak and sing. Let them. It pleases them and

it does not hurt us unless we be fools. The One Big Union crowd will tell us that our form of organization is no good, or we would not have lost. They had their strike in Holland and lost; in Sweden and lost; in Norway just now, and lost; in Canada not long since and lost. What have they done but losing? The I. W. W. will tell us that they know how to fight and win. Ask where they have won? They cannot tell of any place. The International Transport Workers' Federation will say: If you had been together with the teamsters, the longshoremen and the railroadmen, you would not have lost. And yet that was the case in Holland, in France, in Sweden, in Norway, and they lost. They will tell you that our Union is too narrow. It does not contemplate the changing of human society. It does not contemplate the seizing upon the State and the vessels. True. We know what is impossible. We know that the two hundred thousand men who go to sea cannot transform the United States with its one hundred millions of population—with its thirty millions of men. We know that even the million you might be dreaming of as a complete membership cannot do this; but we knew that we could change the law so that seamen would be as free as other workers, we knew this law could be passed, we worked on and we accomplished the miracle of freeing the seamen of these United States and all other seamen who come here.

The battle is lost, "yes," but not the campaign. The struggle will go on and finally we shall win. We set out to liberate the world's seamen and we shall win. First, because we are right; second, because we are not quitters. We knew how to fight and we knew how to change tactics in the past. Have we lost this knowledge?

If the shipowners shall use their victory to the fullest extent—and they will, you may count on that—the worst they can do is to refuse employment to men known to be or to have been members of the Union. They did that twice on the Pacific, they did it on the Atlantic before. They did it on the Lakes. They did it in England; they have done it everywhere, yet they accomplished nothing except for the time being. Then the man too well known in one place went to another and shipped as a non-union man. He, as you said in your resolution, took the strike to the ships and then used such means as he could to fight and win. We are now in position to do this effectively. And we can do it all within the law. Under Sections 2, 4, 7 and 13 of the Seamen's Act we can, without violating any law, compel the shipowners to change their tune and to sing a different song. And we need only to insist upon the law of the land being carried out and honestly obeyed. How you may do this will be shown to you from week to week.

Of course, you will not be able to make any money to speak of, but you never did except for a short time and only a few of you. Let us accept the real situation as men, who have higher thoughts than a few cents, more wages and a few minutes' less work per day. He that would earn money shall lose it; but he that is willing to lose money for principle's sake shall gain it—after awhile. Not now. We must fight and win first. The shipowners chose the very best of time. One-half of the vessels laid up and men idle months before the struggle began in earnest. Not more than one-half of the shipping is at all likely to move in this coming year. Those who cannot get to the ships must find some kind of living somewhere else, that cannot be helped. Then the shipowners picked the time and the battlefield, and we could not avoid the battle. It was but reasonable that they should win. The shipowners of the whole world were in it and the United States Government paid the expenses. It would have been a miracle if we had won. Then our position could never be brought to the front, because we had as advance guard the Marine Engineers. They had neither the organization nor the stamina to fight a long battle. Their councils were divided, their real strength frittered away. When they, as the advance guard, were defeated, we as the main body, lost our fighting spirit and quit. Under the circumstances, that was perhaps not a serious mistake; but that water is over the dam. Our work is now to reorganize our forces, remain true to our own ideals and purposes and fight on, using our own methods. If we have the courage and the will, all shall be well. If we have not, or if we can think of nothing better than to hunt for strange gods and become unfaithful to our own ideals then, of course, we shall disintegrate and reductions will follow reductions and misery and hopelessness will follow misery and we shall not deserve anything better. God hates the coward and quitter. In his cowardice the quitter hates himself, but that is not you, at least I will not believe that until you shall prove it by your own action. I believe that you have the fortitude, the courage and the will, and if I be right in that, then nothing is lost but some of the fat from our heads. If we be what I think we are, then nothing has happened, except a temporary sickness—some fever, from which we shall rise purified and strengthened to work out our ideals and our purposes with greater zeal and more purity of soul.

With reference to those who did not fight us, to them we should offer the same conditions upon which we would have settled with all. If they be not willing to accept that, we shall have done our full duty and they must then act as they shall think proper.

We have fought for the seamen of all countries, but more especially to so change American law that native Americans could come to sea. We won and they came. If they are willing to join in our fight for an American Merchant Marine, they will remain and fight with us. If they be true Americans they will. If they be not, they will quit again. It is up to them. Let them choose.

Please give to this your most careful thought and let me know what you think you will do, and the way to fight, if you do not know it, shall be promptly sent to you.

Respectfully submitted,
ANDREW FURUSETH.

At the beginning of 1921 there were approximately 38,000,000 trade unionists throughout the world. Of this total, 32,500,000 are in the United Kingdom, Germany, United States, France, Italy, and Russia, leaving 5,500,000 for other countries of the world. Germany heads the list with over 9,000,000 unionists.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Aug. 1, 1921.

Regular weekly meeting came to order at 7 p. m., Andrew Furuseth presiding. Secretary reported that a special meeting was held on the 29th day of July and resulted in declaring the struggle off by an overwhelming majority on the referendum vote. This announcement was made July 30, and members were instructed to seek work wherever obtainable.

R. INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

NOTICE TO MEMBERS

Members at San Francisco must not ship themselves to join vessels at Agencies. Those that do will be required to conform to Shipping Rules of Agencies.

This rule adopted at regular meeting, San Francisco, Cal., August 30, 1920.

R. INGWARDSEN,
Secretary pro tem.

Vancouver, B. C., July 25, 1921.
Situation satisfactory.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, July 25, 1921.
Situation satisfactory.
A. KLEMMSEN, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, July 25, 1921.
Situation satisfactory.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403

Aberdeen Agency, July 25, 1921.
Situation satisfactory.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, July 25, 1921.
Situation satisfactory.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, July 25, 1921.
Situation satisfactory.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, July 18, 1921.
Situation satisfactory.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., July 30, 1921.

Regular weekly meeting came to order at 7 p. m., Eugene Burke in the chair. Secretary reported situation unchanged. It was decided to ballot upon the question of calling off the lockout by referendum vote. The result of the vote to be announced in the next issue.

EUGENE STEIDLE,
Secretary.

86 Commercial Street. Phone Kearny 5955.

Seattle Agency, July 21, 1921.
Situation unchanged.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, July 21, 1921.
Situation unchanged.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street. Phone Broadway 2989.

San Pedro Agency, July 21, 1921.
Situation unchanged.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Bennie Chilberg, No. 1825, a native of Washington, age 22. Died at London, England, August 10, 1920.

Alexander Koffer, No. 840, a native of Russia, age 36. Died at San Francisco, Calif., July 24, 1921.

Alexander Mitchell, No. 862, a native of Dominica, age 47. Died on board the schooner "Zampa," at sea, July 17, 1921.

News from the Atlantic Coast

A REMEDY SUGGESTED

Editor THE SEAMEN'S JOURNAL:

Most of us understand to some extent the reasons underlying our loss of the strike. Unemployment, which enabled the shipowners to obtain a considerable supply of scabs, and economic conditions in general were against us. In 1919, when the docks were stocked with merchandise, and charters were plentiful, we won. Employment was easily obtainable, and men took scab jobs only for the so-called "romance" supposed to be connected with sea life, not to get three squares a day.

In 1919 the strike was won the day it was declared. There was never made a determined effort to break it. We were kept out for a few days, so that we would not get drunk on our own strength and demand more at our next opportunity.

The unions were stronger before the strike than in 1919. In 1919 the union membership was much larger than it is now, but there was a large percentage of men who had just begun going to sea, consequently they were not educated union men. Unemployment preceding the strike drove these men away, leaving us seasoned union men who were on the job to stay.

In our last strike we also fought the capitalists with reason, which, by the way, is a futile proceeding. Andrew Furuseth pointed out to the Shipping Board that their intentions and devices were known to us. Did Admiral Benson feel ashamed or guilty? He went right on disguising his double dealing with the opaque cloak of 100 per cent Americanism, which, like charity, covers a multitude of sins. Of course this is not an argument against the use of propaganda. It is useful in keeping our class together and to enlighten the "public," who obtain their ideas and convictions from the capitalistic newspapers (most of them anyway) and are never or seldom guilty of thinking for themselves.

I have stated my belief that we were stronger in the last strike than in 1919. But our strength did not amount to much, because the craft system of unionism has shown its weaknesses. Our conservative policy will do no longer. The gap between capital and labor grows wider every day. Even the reactionary dreamers, who used to paint the beautiful picture of capital and labor walking together arm in arm, are almost if not extinct.

Years ago, when most of the manufacturing was done by hand, each and every workingman was a skilled craftsman. Each had skill in his hands, which could not be taken away from him or acquired on short notice. Therefore it was all right to organize by crafts. But modern machinery reversed all that. The skilled craftsman became a machine operative, and the boundary lines between crafts became very thin, thus enabling one craftsman to take the job of another. We can apply this reasoning to ourselves.

In the days of sailing vessels, seamen were skilled craftsmen. This skill was only obtainable by long years of hard work and study. Consequently, when the sailors left the ship, the remainder of the crew could stay on board, yet the ship was crippled. Because of the skill necessary to sail a ship no other craftsman could take the job. But with the advent of the steam engine, seamen lost a good portion of their skill. Instead of using sails to harness the potential power of the wind, we merely use the power created by the engine room. During the last strike the small arc of our craft was well demonstrated. It is possible to learn steering in a very short space of time. Other necessary work can be learned quickly. This cannot be continued indefinitely, but it has been successful in breaking our strike.

Various attempts have been made to preserve craft lines. The idea of establishing a vocational school is one of these. They cannot succeed, because once the world moves ahead it will not turn back.

High initiation fees are often used as a makeshift, but this is a very destructive practice. The non-union worker who wishes to join a union and finds the initiation prohibitive becomes a foe of unionism. It is from this class of workers that scabs are often recruited during strikes. In this way organized labor is making enemies in its own class.

Faultfinding is vicious and destructive if a remedy is not proposed. There is and can be but one remedy—organization along industrial lines. In the last strike we cooperated with the other unions and found it satisfactory. Then why not consolidate?

As I have stated before, the gap between capital and labor grows wider every day. Peace and industrial liberty are impossible as long as capitalists hold their power. So we must organize industrially and adopt an uncompromising attitude towards capitalism. We must use our collective strength, not only in our struggle with capitalism, but to secure for us a final liberation from wage slavery.

F. B. GALLOWAY,
E. & G. Sailors' Ass'n, No. 1141.

IS THIS AMERICANISM?

Editor THE SEAMENS' JOURNAL:

Dear Comrade:—Enclosed find a true copy of a document entitled "Notice to Seamen," which appeared in the offices of the Sea Service Bureau here in Newport News on the 22nd of July, 1921:

> In order to secure the best men available for ships, and to show impartiality, we are adopting the system of keeping on file all discharges and passports of seamen seeking work, that so care to entrust same to our keeping. Such discharges and passports left with us will be returned to the owners on request.
>
> In connection with the above, we reserve the right to give Americans preference, all things being equal.
>
> Signature: G. S. McKENZIE,
> Sub Agent Sea Service Bureau.

The above is a true copy of a "Notice to Seamen" posted in the office of the Sea Service Bureau of the City of Newport News, Virginia, on the 22nd day of July, 1921.

JULIUS NELSON.

Subscribed and sworn to before me this 25th day of July, 1921.

[Seal] J. EUGENE POOL,
Notary Public.

The agents for the Sea Service Bureau immediately started to collect the passports and discharges from those men that were willing to trust their papers in their care. In view of the unemployment among seamen, there were many that were willing to so entrust their papers, expecting, of course, to be able to ship ahead of those that for some reason or another were unwilling to trust their papers to the agents of the Sea Service Bureau.

Shipping masters and crimps have always tried and too often succeeded in controlling seamen and making them dependent upon them (the crimps and shipping masters) for their job through withholding from them (the seamen) their passports, discharges and clothes. Sometimes the seamen lived in the boarding house maintained by the shipping master himself, sometimes in another house maintained by somebody that was working hand-in-hand with the shipping master, and the shipping master always insisted that he bring his clothes to the house. That was done for one reason only—Advance. Advance, having been abolished by law in both American and foreign ships (still flourishing in foreign ships, but under cover), there were men that were willing to take advantage of the law and assert their independence and go elsewhere (aboard of the ships, some other shipping master or the union hall) for employment, leaving their clothes with the boarding master with whom they had been stopping, leaving him (the boarding master), so to speak, to hold the bag. And along came the war. The seaman had to have papers, passports and such things, papers of identification, without which he could not obtain employment. The shipping masters lost no time. In addition to his clothes he now demanded the seamen's passports, and quite often got them. I recall several instances where men were sent down from New York to Newport News to join sailing vessels, had left their papers with the runner for the shipping master in New York, the runner retaining the papers until the men arrived aboard the ship. It is a very effective way to control the men, or in the language of the waterfront, it prevents the seamen from backing out.

Shipping is slack, very few men shipping out, but men that are furnishing men for ships must live; there is competition for the seaman's job, not that they (the men that furnish men for ships) are willing to go aboard of ships and take his job; no, no, no; they are competing among themselves about furnishing ships with men.

Officers of the ships (captains, mates and engineers) are beginning to rebel against the Sea Service Bureau usurping their authority as officers aboard ship. They (the officers) are not allowed to hire men that they know are competent, men that have sailed under them in other ships, men that they know, without first going

through the Sea Service Bureau; but lately some of the more independent of the officers have disregarded the orders from the Sea Servive Bureau and hired some of the men that they know wherever they could find them, and it is this sort of thing that the Sea Service Bureau is trying to stop, and also trying to prevent the men from looking for their own jobs somewhere else. That is the reason, as far as I can see, why they (the Sea Service Bureau) have copied the tactics of the shipping masters and crimps.

JULIUS NELSON, Agent,
Newport News.

OLD TALES FROM AN OLD SEA

Does not the Book of Genesis tell us that the sea was created before mankind? It is older than those who sail it. No wonder, then, that with all our devices for safety and comfort, we cannot tame it —cannot even civilize the conditions which those who follow the sea for a livelihood must encounter. For a good many years we have been hearing of the improvement of the sailor's lot; we have been told of better food and better quarters, better treatment and better pay. Since the United States has resumed a place as a great shipping power, there has been an especial effort to draw American youth back to salt water and to paint conditions there as having become almost ideal—a complete revolution from the old sailingship days, with their "salt horse" and moldy hardbread, their allowance of a quart of water per day per man for all purposes, their theory of discipline as a state of servitude to be maintained by oaths, officers' fists, and handy belaying-pins.

Of course there has been a vast change for the better. Yet now and again something happens showing how hard it is to introduce, not democracy (still far off) but bare humanity into the relations beween "master" and "men"—words which themselves tell an eloquent story. Facts have come to light in regard to two recent voyages which illustrate the point. The American steamship "Pocahontas" arrived at Naples lately with a story of a delayed voyage, lasting more than a month, and charges of insubordination and sabotage among the crew that carry one back to old-time cut-throat and pirate days. The story as told in the newspapers is that of the captain; it usually is. The crew's side comes out only rarely.

After leaving Boston, the "Pocahontas" experienced constant difficulty in maintaining any speed. According to the captain's story, the engine room was flooded on June 5; one of the seamen was placed in irons. The next day two port holes were mysteriously opened and a quantity of supplies was ruined. The day after that ashes were discovered in the dynamo and the men in charge of it were placed in irons. Later, the rudder was disabled. The story of the rest of the voyage, as recorded in the ship's log, reads much like a page from a remote past:

June 14—All the boiler pumps stopped and all fires but one are out. Water continues to flood the engine room. Alfredo Pablo placed in irons for refusing to obey orders, and Louis Prewath, oiler, imprisoned for abandoning his post.

June 16—Arrived at Punta Delgada and discovered an attempt to burn the ship.

June 21—First Engineer G. W. Hinckley and Fourth Engineer F. B. Hinckley and Engineer McMurtrie and Steward Fleming placed in irons, charged with plotting to delay the voyage.

June 22—A slight fire in the hold extinguished.

June 27—Eight feet of water on the lower decks, conduit pipes punctured.

July 4—Engineer Prendergast threw himself overboard. Body recovered. Found both hands tied with large pipe between so he was unable to swim.

Now let us turn to a crew's story, as told by papers filed in a suit in the Municipal Court of New York City. The case will come to trial next autumn. On October 6, last, a vessel of the Northern Steamship Company left New York on a foreign voyage. Upon arrival at Rio de Janeiro the cooled drinking water of the crew was shut off, the chief engineer declaring that the tank was leaking. Nothing was done to fix the tank, and after drinking water of a temperature of 97 to 100 degrees for two days, the crew protested in a body to the captain. He did nothing for them, whereupon permission was asked to go before the American consul. This was at first refused, but finally a delegation of eight was allowed to visit the consulate, where they found the captain had preceded them and complained that they were Bolsheviki. It happened that seven of the crew had been born in Russia, but nearly all of this number had first papers as American citizens.

After some discussion it was promised that the water tank would be fixed, and the men returned to the ship. That night seven of the crew, including one American, were arrested on a charge of mutiny, taken ashore, and confined in jail for fifteen days. Mutiny, it will be recalled, can occur only on the high seas, and all that had happened had been in the harbor of Rio de Janeiro. From prison the men were taken in double irons aboard the steamship "Huron." The captain of this vessel protested against this manacling as unnecessary, and refused to transport the men in that condition. The prisoners were then taken aboard the steamship "Rushville" and carried to New Orleans. There they discovered that they were accused of complicity in the Wall Street bomb explosion, but although Department of Justice agents had them on the rack for five days, not a scintilla of evidence was produced against them, and they were released —penniless and without their wages.

These are two stories from a sea that is older than we are—a sea the conditions of life on which seem as hard to tame as the waves and the winds themselves. We can tame those conditions only as we tame human nature; and the nature of men who follow the sea is a little more untamable than that of most of the rest of us.—The Nation.

Americanization has made little headway among the unorganized foreigners employed by the Standard Oil Company at Bayonne, N. J. The work is retarded, says the chairman of welfare work, by shyster lawyers and real estate sharks. "So long as American crookedness is the foreigner's idea of America, it will be difficult to Americanize." he said.

STATE OF NORTH DAKOTA BONDS

The public enterprises for which the bonds of North Dakota have been issued have been approved by the people at several State-wide elections, and the bonds have been tested and approved by all Courts, including the Supreme Court of the United States, by a unanimous decision. There can be no further appeal.

* * *

The North Dakota program of public service is not experimental. New York has erected at Gowanus Bay a State-owned elevator with a million and a quarter bushels capacity, and will erect one more at Oswego and another one at Buffalo. Among the States that have created rural credit banks or boards are South Dakota, Montana, Oklahoma, New York, Oregon and Wisconsin. In the States of Kansas, Illinois, Michigan and Minnesota the people are making strong efforts to get at least a partial control of farm credit into their own hands.

* * *

Seven hundred and fifty thousand people in the Minnesota twin cities pay on an average $1 per day for their food. How much of this ten and a half million per year does the farmer get? Very little. At least three-fourths of the cost to the consumer is made up of interest and transportation charges, commissions, additional commissions, profiteering pools, wholesale, jobbing and retail marketing charges. Can't we straighten out these old-fashioned, narrow and crooked trails?

MEN QUITTING ARMY

Discharges from the United States Army were requested by 20,000 enlisted men in the first ten days in July, according to figures made public by Secretary of War Weeks.

When Congress recently ordered the Army reduced to 150,000 men, it was objected to in some quarters on the ground that there is a moral obligation on the part of the Government to let the men serve until the end of their enlistment. Advocates of a smaller army showed that the enlistment paper the soldier signs permits authorities to release him any time they see fit, and that this disposes of the moral obligation claim.

The number of men who are demanding releases seems to surprise Army officials.

MOONEY CASE WON'T DOWN

The Mooney case will not down, says the New York Globe, which declares that "the case is of chief interest to the generality because it showed so clearly the dangers, under American systems of criminal prosecution, of what might be called legal lynching.

"It is important that justice be given Mooney, not primarily because it is unpleasant for him to spend his time in jail, but because otherwise the case will certainly serve as a precedent for other legal lynchings.

"There is a certain type of American, often very influential and used to having his own way, who needs to be taught sharply that when his desires clash with the law he cannot have his own way."

WASHINGTON LETTER

(By Laurence Todd)

Adders Come Forth

Tom L. Lewis, once international president of the United Mine Workers of America, but now in the employ of the coal operators as secretary of the operators' association in the New River field in West Virginia, was testifying before the Senate committee investigating the Mingo County mine strike.

He was earning the operators' silver. The Mingo operators had sent for him and put him on as a witness for their side.

"Do you consider the United Mine Workers of America, under their present leadership, to be a menace to the Nation?" he was asked.

"I certainly do," replied the bosses' witness.

"And do you consider," asked Attorney Houston for the union, "that the Operators' Association is a menace?"

"I do not," was Tom Lewis' reply.

That was the only question asked of him by the lawyer for the union. His former comrades were content to let the Senate committee judge of the testimony of a man who had gone over to the enemy after having been defeated for re-election to the highest office in the union. They were not surprised nor disturbed by his charge that the United Mine Workers had become dangerously radical, that it had endorsed the Plumb Plan of public ownership and democratic operation, or that the unionization of the remaining fields in West Virginia and Kentucky would be an injury to the Nation and to the cause of industrial peace.

Lewis did his best for his employers by trying to show that the conventions of the organization since 1912 had demanded the "full social value of the product" for the workers. He claimed that this would mean the virtual confiscation of the mines by labor and the Government.

Then the operators played another ex-union card. This one was C. C. Kennedy, secretary of the Kanawha Coal Operators' Association, who for seven years was president of District 17, in West Virginia, and who never had more than one thousand members in the district. Now the membership is between fifteen thousand and twenty thousand. Kennedy swore that he believed in the "open shop," and denied that free speech, freedom of the press or freedom of assemblage had been abridged in West Virginia. He answered Senator Kenyon's question as to whether a republican form of government was maintained in the State, by saying that he thought there was. Under further questioning, he admitted that the only fields in which there had been no disorder were the unionized fields.

Earlier in the week Senator McKellar lent interest to the hearings by challenging the honor of one Lively, a union member who became a secret operative inside his organization for the Baldwin-Felts detective agency. McKellar protested against the cowardly betrayal of the confidence of the men with whom he had taken an oath of fealty to the principles of the union. None of the operators blushed.

Temporarily closing the investigation, Chairman Kenyon stated that he could not set the date for their resumption at the scene of the trouble in Mingo County. As the operators have taken most of the time here in presenting testimony, the union will get first consideration in the number of witnesses to be heard in West Virginia.

Workers' Prospects Uncertain

The inquiry has proved what the whole country already had had an opportunity to learn through the labor and liberal press—that the coal operators of the Williamson field, Mingo County, have used the power of armed thugs and ruthless State cossacks, reinforced by local volunteer bands of anti-union business and professional men and scabs, to deprive the native coal miners of that field of the right to belong to a union. Strikers' tent colonies have been raided and shot up, men have been murdered in cold blood, rifles and machine guns and bloodhounds have been conspicuous, in this "law and order" campaign to save the operators' oligarchy from the peril of the union.

It would be too much to expect that Senator Kenyon and his associates would seriously undertake to restore civil liberty to the miners and their families. These people, standing their ground as best they can, are hounded and hunted like wild beasts by the mockery called law in West Virginia. And as though to typify the spirit in which the present political powers deal with labor, President Harding sent to the Senate this week the nomination of George McClintic, anti-union fanatic from Charleston, to be Federal Judge for the southern district of the State.

Strike Not Probable

Railroad labor negotiations go steadily forward. The railroad managers have not as yet either accepted or rejected the offer of the four running trades and the Switchmen to enter into joint conference for settlement of disputes as to rules and conditions of employment. If no answer is received before September 1, or if the managers refuse to enter the conference, or if a conference is held and proves a failure, the whole situation will be laid before the President, the Railroad Labor Board, Congress and the public. The membership of every railroad labor union will have had ample time in which to make up its mind, after full discussion of all the possibilities of the problem, as to whether a strike must be called.

H. E. Wills, legislative representative for the Locomotive Engineers, said that the railroad corporations have "made thousands of scabs" since company money financed the promotion of the unauthorized strike of switchmen, and that these scabs, driven from the brotherhoods for breaking of contracts, are being held in reserve by the companies. They are numerous enough to deal with a small walkout, but should the majority of the railroad workers quit work in self-defense this force will be powerless.

Autocratic Treatment

It appears that President Harding, treading in the footsteps of former President Taft in this as in other matters, has "investigated" the deportation from Arkansas of the international officers of three of the railroad brotherhoods who were directing the strike on the Missouri & North Arkansas Railroad. This strike was called to enforce an order of the U. S. Railroad Labor Board, violated by the receiver of the road, who was also its president or manager. The deported men came to Washington, saw Harding at the White House, and told him how this Federal receiver had organized the mob which kidnaped them and deported them from the State.

Harding's method of "investigatin," as explained by himself to a friend, was characteristic of Bourbon methods everywhere. He simply sent down to the man who organized the mob, and asked him for the facts! Having received a denial from the guilty party, he dismissed the whole matter with a shrug of the shoulders, and went outdoors to pose in a photograph with a new set of callers.

Strange as it may seem, the railroad workers are not satisfied with this system of royal justice.

Vicious Methods Revealed

John Skelton Williams furnishes the sensation of the week. The former Comptroller of the Currency, in a speech reproduced in the Congressional Record, charges that the Federal Reserve Board, which is the heart and brain of the financial system of the United States, deliberately "deflated" the small country banks by means of ruinously high charges for the use of loans, while granting huge sums to the big New York banks for speculative purposes at very low rates. He charges that W. P. G. Harding, head of the Board, encouraged this process, although Williams protested that it meant ruin to the farming and wage-working masses and to the small banks.

Williams has been summoned before a joint committee of Congress which is investigating the depression in farm prices. His charges seem to confirm the statement made by Jett Lauck before the Railroad Labor Board some months ago, that the Wall Street banking groups deliberately caused the financial collapse in this country in order to weaken labor and the farmers and to further enrich themselves.

EXPLORERS USE NEW FOOD

If Donald B. MacMillan and his six venturesome companions who sailed from Wiscasset, Maine, last week succeed in reaching Baffin Land in the frozen North, they probably will celebrate with a banquet on shipboard with such delicacies as "fresh" raspberries, spinach and green corn.

They have taken along a quantity of foodstuffs prepared by a new process of dehydration which, its sponsors claim, leaves the dried product capable of restoration to its original bulk, color and taste by soaking in water. The process is said to differ from ordinary drying methods in that the cell walls are not broken down during preparation.

In addition to fruits and vegetables, the MacMillan party's dehydrated food supply included roast beef hash, reduced to bits; unrecognizable fish, also capable of being made "fresh" and a few bales of grass for the party's dogs and catnip for the ship's cat.

The trade union is the prime conservator of individual liberty, as distinguished from the political club, the conservator of public liberty.

Always demand the Union Label!

SEEKING THE FACTS

(Continued from page 2)

tuting the International Seamen's Union of America, will cease with tomorrow night.

The shipowners offered us a reduction amounting to 25 per cent on wages and subsistence, and the abolition of all pay for overtime work. This took place in the month of January. We wrote them a letter offering to meet them to do the utmost possible to come to an understanding, to take effect immediately, and to run until April next, 1922. There was no meeting until the 19th of this month. Then they offered us conditions that were utterly impossible for us to accept. We countered with certain propositions which we deemed of absolute necessity for the upbuilding and preservation of the personnel of the Merchant Marine of America. They refused. We met them again on the 25th, and they refused to consider our proposals. This ended the meetings in New York.

Admiral Benson, chairman of the Shipping Board, called everybody interested to meet here in Washington on Wednesday, the 27th. There was a 10 per cent reduction in the cut proposed to us here, making it 15 per cent of the actual wages signed for on the articles; but the total cut would, under the rules proposed, be from 40 to 60 per cent of the actual income of the men employed; but no other change in the other things, except that in so far as the carrying out of the law was concerned, the Admiral declared himself entirely in favor of the carrying out of the law, and that he would do what he could to have the law enforced.

We submitted as a proposition that in the matter of employment the American citizen would have the preference for any rating which we would be qualified to fill, and that men with intention papers should have the next chance of employment, basing their preference among them upon the length of time that such intention papers had been held. This was refused. There were several other propositions made, and refused. Whereupon we made the offer to submit the entire question to you, declaring ourselves willing to accept whatever you should deem most advantageous to the building up of a Merchant Marine for the United States, and that in order to prevent any stoppage at all, the present condition should remain until you had an opportunity to act upon the situation. This was first refused by Admiral Benson, stating that he would not burden you with this matter. It was then peremptorily refused by the shipowners. We renewed our offer, and again were refused. Whereupon it was stated by us that we felt that we did not burden you by submitting our judgment to yours. We felt that we were doing our duty to you and to the Merchant Marine.

We now respectfully submit the matter to you in the firm faith that you will act for the development and maintenance of the Merchant Marine.

(Signed) W. S. RROWN,
President, Marine Engineers' Beneficial Association.
(Signed) ANDREW FURUSETH.
President, International Seamen's Union of America.
To the President of the United States.
The White House, Washington.

Without waiting for the President's answer to the seamen's letter, or to take any action in the premises, the owners on the next day, April 30, when the existing contracts had expired, excluded the men from the ships, and the lockout was on.

An examination of the history of these negotiations shows that there was never any serious objection on the part of the men to accept a cut of 15 per cent in wages. The men refused to accede, however, to the proposals in which the Shipping Board and private owners agreed, to wit:

(a) Denial of the right of the men to have a representative of the unions present when they sign on or are paid off;

(b) Abolition of the three watches or fifty-six-hour week for the men;

(c) Abolition of all pay for overtime;

(d) Reduction of subsistence allowance;

(e) The refusal to enter into any contract with the men exceeding six months, or which was not subject to termination on short notice.

That the Shipping Board, as charged by the men, used its great power through the allocation of ships to prevent the men making more favorable terms with shipowners is shown by the orders which it issued. I quote from the Journal of Commerce, May 7, 1921, mail edition, page 20:

Washington, May 5.

Admiral Benson declared today that any operating companies which violate instructions not to sign on men at the old wage scale, will have their vessels withdrawn. These statements from the Shipping Board chairman also declare between forty-five and fifty ships cleared today from various ports. Immediately following statement in the press this morning that several companies have taken on men at the old rate wage scale, Admiral Benson started an investigation to determine the truth of the report. It was said that the Polish-American Navigation Co., United States Transport Co., and the C. W. Morse Co., operators of Government vessels, had agreed to pay the former wages. "There will be no leniency for these companies," Admiral Benson said, "if it is found that the reports are correct."

When it is remembered that at the time this order or statement was issued, a number of the lines were ready to sign up with the men on terms more favorable than those offered by the Shipping Board, it is readily seen how this threat, which amounted to notice that allocations of ships would be withdrawn from such companies, operated to prevent a settlement. Besides this the American Ship Owners' Association, Chambers of Commerce, and other institutions of great financial power combined to destroy the resistance of the seamen by all means in their power. For example, here is a telegram, under date of May 4, 1921, sent by the executive officers of the seamen in San Francisco to their New York office, which reads:

Seafarers' Council interviewed Frey, of steamers "Yale" and "Harvard." Is paying scale and overtime as of 1920 and, in some instances, more. Not member of American Shipowners' Association. Stands alone in that respect on Pacific Coast. Is desirous of meeting all demands of organization, but fears to sign twelve months' agreement, on account of Chamber of Commerce in Los Angeles and San Francisco, who would bring influence to have his fuel supply stopped. Immense pressure is being brought to bear on Vice-President and General Manager Frey from American Shipowners' Association and other sources, as shown us by telegrams. Council favors operation on these two boats only, with no other exceptions, in view of knowledge at their hands and existing circumstances.

In addition to this, I have in my possession original affidavits, which, if they are true, show coercion and deception on the part of the agents of the Shipping Board in procuring men to sign up for sea duty. I also have a blank form of a letter purported to be signed by a representative of the Shipping Board and used in sending nonunion men, with their expenses paid from Chicago to Seattle, to take the place of union seamen. I do not care to put these original documents into the Record, but will be glad to submit them to the committee which undertakes the investigation under the resolution I have offered.

Not only have the new members of the Shipping Board done nothing of which I am aware to repudiate the acts of their predecessors, but they appear to have ratified and confirmed them. In the report of the proceedings of the convention of the American Federation of Labor held in Denver, I find the following, purporting to be a press dispatch from Washington under date of June 17, 1921:

The "open shop" will be strictly enforced in the American Merchant Marine, Chairman Lasker, of the Shipping Board, announced Thursday. Mr. Lasker emphasized that there will be no discrimination against union seamen, provided they make no attempt to harass non-unionists or men who were hired to fill their places in the recent strike.

In the same report appears a telegram sent from the seamen's representatives in Washington to the president of the International Seamen's Union, at Denver, which says:

Representatives of the Atlantic district union this morning officially met with O'Connor and Benson, as subcommittee for the new Shipping Board, at which undersigned were present. Both commissioners stated plainly that the new board would not give unions' agents privilege of visiting docks or ships. They also definitely stated that no new agreement would be ratified for longer than six months.

As illustrative of the attitude of the great labor bodies of this country, I quote further from the resolution adopted by that convention and contained in the published reports of its proceedings, in which it is directly charged:

That the Government, with its power and money, is to create, foster, and perpetuate the non-union shop, proscribing the union men; and, second, that there is to be a further general reduction of wages in January, 1922.

Again, in the same resolution, it is said:

The United States Shipping Board is now, while hiding behind the smoke screen of hostility to trade unions, torpedoing the Merchant Marine and sea power of these United States.

It will be said by some that this is prejudiced testimony. I am not discussing that. It is the testimony of all organized labor in this country concerning the United States Shipping Board. If it represents an erroneous view, it should be corrected by giving the widest publicity to the truth. If it represents the correct view, then certainly the public is entitled to know it.

That this view is not peculiar to organized labor appears from the article of Horace B. Drury in the Journal of Political Economy, volume 29, January, 1921, where, in the course of a most friendly discussion of the workings of the Shipping Board, he says:

The practical operations of the Shipping Board have, to a very large extent, been in the hands of a small group of shipping men, who represented in their former associations a group particularly hostile to trade unionism.

(Continued next week)

AID THE UNEMPLOYED

Denver.—As an aid in relieving unemployment, all State Federations of Labor and Central Labor bodies are instructed to urge State, county and city governments "to immediately make provision to carry on such public works as they now may have under consideration," in a resolution adopted at the recent convention of the American Federation of Labor.

"The present period of unemployment is causing great suffering among the wage-earners and their dependents," the resolution states.

"It is apparent that a portion of this industrial depression is artificial and was manufactured by profiteering for the purpose of lowering living and working standards, weaken the organized labor movement and break the morale and spirit of the workers."

Those who describe the strike as a measure of "brute force" should remember that, after all, nothing is accomplished by thought or talk alone.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
HOBOKEN, N. J. — 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
NEW HAVEN, Conn. — 13½ Collis Street

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THOS. A. HANSON, Treasurer
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55 Main Street. Phone Seneca 5588
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ED. HICKS, Treasurer
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Phone Main 866
MILWAUKEE, Wis. — 162 Reed Street
Phone South 598
DETROIT, Mich. — 410 Shelby Street
Phone Cadillac 543
CHICAGO, Ill. — 332 N. Michigan Avenue
Phone Central 8460
NORTH TONAWANDA, N. Y. — 122½ Main Street
Phone 890 P. J.

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Telephone Seneca 896
CHICAGO, Ill. — 355 N. Clark Street
CLEVELAND, O. — 308 West Superior Avenue
MILWAUKEE, Wis. — 162 Reed Street
ASHTABULA HARBOR, O. — 74 Bridge Street
SOUTH CHICAGO, Ill. — 3308 E. 92nd Street
CONNEAUT HARBOR, O. — 992 Day Street
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SEATTLE, Wash. — 84 Seneca St., P. O. Box 42
ASTORIA, Ore. — P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC
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PRINCE RUPERT (B. C.), Canada — P. O. Box 1675
KETCHIKAN, Alaska — P. O. Box 201

UNITED FISHERMEN OF THE PACIFIC
ASTORIA, Ore. — P. O. Box 138

FERRYBOATMEN'S UNION
C. W. DEAL, Secretary
SAN FRANCISCO, Cal. — 166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal. — Labor Temple

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Deck Street, Bellingham, Washington

Labor News

Paper makers of Salem, Oregon, have organized under the international union of that craft.

Following a cut in longshoremen's wages at Portland, Ore., announcement has been made of a reduction in the wages of grain handlers from 70 to 62½ cents per hour.

The San Francisco Allied Printing Trades Council has recommended to all affiliated unions that they participate in the parade that will be a feature of the Labor Day celebration on Monday, September 5.

In addition to working out a plan for payment of unemployment benefit to its members, the San Francisco local of Machinists' Union has under consideration the establishment of a summer camp. Such a camp may be made a permanent institution.

At Peoria, Ill., the Plumbers' and Steam Fitters' Unions have adjusted their strikes and signed a union-shop contract for three years. Last year's rates for steam fitters have been accepted and the plumbers agree to a reduction of 50 cents a day.

Abolition of the annual agreement plan, termination of their recognition of the California Oil Workers' Union and a sweeping wage cut of $1 a day in all lines of oil-field labor, to become effective on September 1, are high lights of a program agreed on by operators in the industry in this State.

After three weeks of negotiations in New York the Commercial Telegraphers' Union of America has renewed last year's rates with the following press associations: United Press, United News, International News Service and Universal Service. Attempts were made to cut wages 20 per cent with a general reduction of working conditions.

The limit of injunction abuse was reached recently at Tacoma, Wash., when Judge Askren ruled that the Tacoma Labor Advocate could not be sold near a struck bakery in the city. The Court holds that this is picketing. How this compares with employers' methods in untruthful newspapers is well known to unionists.

After a two weeks' strike organized cloak makers of Philadelphia won a complete victory in the shops of cloak jobbers and sub-manufacturers. The union has also secured an agreement with the Cloak Manufacturers' Association. Former standards are retained and the employers agree not to send work to shops that are unfriendly to the union.

There are eight million women in this country engaged in gainful occupations, said Dr. Amelia Henry Reinhardt, of Oakland, Cal., in an address to the National Federation of Business and Professional Women's Clubs. She said that 50 per cent of the women are teachers and 37 per cent occupy secretarial positions. Only sixteen hundred have graduated in law.

Striking bookbinders employed by the R. R. Tigley Company at Long Island City, were surprised to learn that their boss had secured a decree in the Supreme Court Justice Cohalan made the announcement and issued an injunction against picketing. The company made the usual claim to Justice Cohalan that its plant is running at top speed. The Court thereupon, ended the strike and affirmed that picketing is unlawful. The only difficulty with the decree is that the bookbinders reject the honorable Court's decision.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
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Danil, E. R.

Erikson, Sam
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Hahnqvist, Einar
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Kristiansen, Aarnt
Knudsen, Andrea
Kilkeary, Frank C.
Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Laskinen, Fred
Livingstone, Ed
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Luey, James
Lichtenberg, Ben
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Wilson, Walter
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Schrage, P. W.
Schler, T. J.
Schirmbel, Rup
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Smith, Aug.
Scarlett, J.
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Volley, P.
Wold, Stadius
Ward, Wallace
Wahlstrom, Eric
Wallin, A.
Walker, A. A.

SAN FRANCISCO
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Andersen, Ole
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Albertsen, John
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Carlson, E.
Carlsen, Ernest
Clark, Bruce
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Graham, R. J.
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Molmberg, Trans.
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Olsson, Chas.
Pedersen, Wilhelm
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Dominguez, Joseph
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Jarvinen, Oscar
Klingenberg, John
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Redone, Walter Francis
Smith, John
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Scully John
Thompson, T.

Honolulu Letter List.

Gustafsan, Erik
Lauber, Emil
Lee, Robert
Olsan, Carl W.
Sackett, Norman
Scot' Harry T.

INFORMATION WANTED

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Albertsen, J.
Alto, John -1349
Andersen, Harold -1495
Anderson, Harry B.
Anderson, Gunnar
Arakesen, Asak
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Anderson, J. N.
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Balotin, Alex
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Brast, K.

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Carr, Robert R.
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Craig, Theo
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Desmond, Albin
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Harnick, Julius
Horner, Ambrose
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Hammer, Ernest O.
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Johnson, Oscar
Johanson, Ed
Johansen, Carl
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Koff, Michael
Knudsen, Andrew
Kloe, Arthur
Kopatz, Oscar
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Kalnin, Ed.
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Lamon, Arne
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Lehan, C.
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Morcu, Harry
Morris, Oscar R.
Martinson, J. L.
Mattson, Maurice
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Mize, J. H.
Melaa, Peder
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Seaman, Fred
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Sandberg, N. A.
Schnerenbeck, Karl
Sandbock, George
Stewart, Elder C. L.

Thompson, M.
Thompson, Maurice
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Tinsman, F. T.
Thompson, Marvis
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Wick, Ole
Williams, Frank
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Wilhelmson, Karl
Wennerquist, A.
Ward, Stephan
Winkelman, Otto
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Wright, Tom
Wilson, John
Woide, John
Zilla, Joseph

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INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Taliac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic," "Cold Spring vs. Lycoming," Benoni vs. West Hargrave," "West Harcuver vs. Ozaukee," "Western Glen vs. City of Forth Worth." S. B. Axtell, 9 State St., N. Y. 3-29-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Emil Nagard, 2438 Folsom street, San Francisco, California, is anxious to ascertain the whereabouts of his brother, Joseph Louis Nagard, a member of the Marine Firemen's Union of the Pacific, last heard of at San Francisco, January, 1919. 8-3-21

James Kenney of Philadelphia, last seen in Pennarth, Wales, is inquired for by V. McMahon, 96 Plain street, Providence, R. I. 6-1-21

World's Workers

Profiteers have taken advantage of the malaria epidemic in tropical Argentine to raise the price of quinine to $200 a pound. The prohibitive price has caused many deaths among the poor.

A general strike proclaimed by the extremist parties at Rome as a protest against recent outbreaks at Grosseto and Montreotendo, in which numerous Communists and Fasciati were killed, has been initiated. The authorities are taking vigorous precautions to maintain order.

Labor disputes at Kobe, Japan, have been marked by bloody fighting. Rioting occurred recently, in which it is estimated fifty persons were wounded and a sanguinary clash occurred when seven thousand shipyard strikers paraded to a local shrine. The paraders were stopped at the Temple gates by five hundred police, who attacked with sabers and clubs. Many workmen were wounded, some seriously. One hundred infantrymen were called out to reinforce the police. The situation continues menacing. The municipal assembly has adopted resolutions condemning the police for using swords.

In his speech at the opening session of the Chamber of Deputies the king of Italy urged that the law makers strengthen the various co-operative institutions with a view to promoting other forms of labor associations; that the working classes be given an opportunity to learn self-government in relation to their economic life; that all social welfare institutions be supported, and the various insurance societies and funds strengthened; that representatives of all classes be called upon to express an opinion on the serious labor problem, and that, in carrying out these recommendations, the strictest impartiality be preserved in regard to all shades of opinion.

The Government of Belgium has annulled Article 310 of the penal code which imposed exceptional penalties on persons who, "with the object of bringing about an increase or decrease in wages, should interfere with the free exercise of industry or labor by means of violence, threats, fines, prohibition, interdictions or proscriptions, or by meetings or by acts of intimidation directed against those who work themselves or cause work to be done." On its face, the Article seems only applicable to threats and violence, but it has been interpreted against trade unions and has been an obstacle to the development of trade association and the free exercise of the right to strike.

Czecho-Slovakia at the present moment is inundated with articles of luxury, which while building up big profits for certain individual capitalists, are impoverishing the country. The large manufacturers recently instituted a series of lockouts against the workers. In the district of Aussig alone thousands of workers have been forced into the streets. In the same way in the districts of Bodenbach and Karlsbad, and also in that of Eger, unemployment is chronic. The workers have in many parts of the country proceeded to the occupation of the factories. In the north of Bohemia the German section of the Communists Party is very powerful. The north of Bohemia moreover is a most important country from the industrial point of view. There the textile and glass industries, and also that of engineering, have developed intensely.

Domestic and Naval

The steamer "Seekonk," from Mobile for Hamburg, was towed into Falmouth last week with her boilers in need of repairs.

Cunard Line officials report that its liner "Mauretania," which caught fire recently at Southampton, England, was not as badly damaged as first dispatches stated.

Three men were killed and five seriously injured by an explosion on board the steamer "Ardmore" while the vessel was lying at the Morses' drydock in New York.

When the W. R. Grace steamer arrived at Port Townsend last week from ports of the West Coast it was reported that the vessel had been delayed in several ports by strikes of marine workers.

The Shipping Board freighter "Quillwark," from Glasgow for Hampton Roads, arrived at Brest July 11 for repairs to her bunkers and boilers. The vessel sailed from the French port July 19.

There is a shortage of 1,250,000 houses in America, according to John Ilder of the United States Chamber of Commerce. "The people of America, because of this, are beginning to accept a lower standard of living," he said.

All civilian employes of the United States Navy in San Francisco and vicinity are to be affected by the general order putting all navy yards and stations on a five-day week basis of operation temporarily, according to announcement at the Twelfth Naval District headquarters.

Making five knots an hour, the big United States Shipping Board freighter "Liberty Land," en route to San Francisco from Norfolk, loaded with coal for the Navy Department, limped into San Pedro with engine trouble. The extent of the damage is at present unknown.

A recent cablegram to the marine department of the Chamber of Commerce stated that the freighter "West Henshaw," which went aground in Manila harbor, had been floated. A survey revealed that the vessel was leaking slightly in her double bottom, but that the craft was proceeding to Hongkong.

Orders have been received at local naval headquarters that the army transport "Great Northern," which has been laid up for many months, is to enter regular service for the navy. The vessel has been moved from Sausalito to the transport dock and will shortly be placed in commission.

The United States Shipping Board freighter "Major Wheeler," built during the war at the Hanlon shipyards, is reported to have encountered engine trouble on the high seas while en route from Charleston to Bremen. The message said the engineers were trying to effect repairs at sea, but it may be necessary to put into New York.

The Shipping Board recently laid charges before Assistant United States District Attorney Wilford H. Tuffs that members of the crew of the Shipping Board steamer "West [illegible]" had cut the lines of the steamer "Des Moines Bridge," getting the vessel adrift, put water in the latter's oil supply and in the cargo holds while the vessels were in harbor at Dublin together. The "West [illegible]" had a union crew and the "Des Moines Bridge" a non-union crew, and this, it is alleged, resulted in the hostilities.

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JUNE 30th, 1921

Assets	$71,383,431.14
Deposits	67,792,431.14
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,591,000.00
Employees' Pension Fund	357,157.85

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INFORMATION WANTED

Ole Toreson, born in Trondhjem, Norway, age about 30. His cousin, Tryggve Hagen, would like to hear from him. Address, Sailors' Union, San Francisco, Cal.

Mrs. Dan Fortune, 49 Reid street, is anxious to ascertain the whereabouts of her son, Dan Fortune, a member of the Marine Firemen's Union of the Atlantic. Anyone knowing his whereabouts will confer a great favor by communicating with his widowed mother. 7-13-21

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Anyone knowing the whereabouts of Joseph Bert Riese, a native of Cleveland, Ohio, last heard of December 1, 1919, in Savannah, Ga., when he shipped on the SS. "West Apaim," please communicate with his mother, Mrs. Joseph Riese, 4120 Bailey avenue, Cleveland, O. 6-29-21

Anyone knowing the whereabouts of Olaf Erling Hendriksen, a native of Norway, age 33, last heard from on the Atlantic Coast, kindly communicate with his brother, Albert Hendriksen, Aalo Post Office, Christiansand, Norway. 6-1-21

In reference to salvage case of S. S. "Queen," the undersigned desires to state that the law is well settled that a seaman is entitled to an award for salvage regardless of the fact that the two vessels belong to the same owner (35 Cyclop, law 738).

Gust. Larriman, formerly of the schooner "Perry Setzer," please communicate with T. L. Bailey, 15 William street, New York, N. Y.

Cases of Carl Johan Smith and Gustaf Faroe are set for August 31. Write me at once. S. T. Hogevall, Pacific Bldg., San Francisco, Calif.

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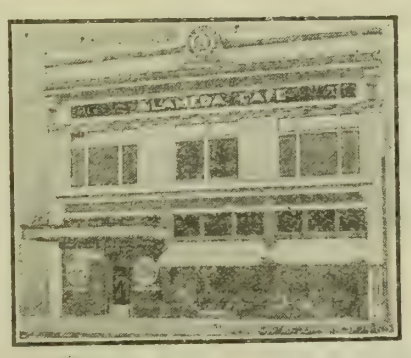
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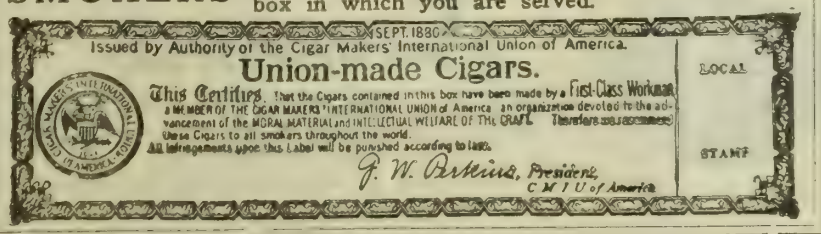

News from Abroad

The people of the West Indies are wholly opposed to any suggestion that the islands should be ceded to the United States as part payment of Great Britain's war debt.

Two British barks that plied in and out of San Francisco for many years to Australian and New Zealand ports have been dismantled and will be used as hulks in Australian waters. The vessels are the "Shandon" and "Dartford."

The official Bolshevist newspaper Pravda of Moscow, under date of June 25, telling of the terrible sufferings of the Russian people, says that "as a result of the drought and the crop failure, famine is raging among a population numbering about 25,000,000."

The Peruvian Government, in accord with the British Government, has requested the Swiss federal tribunal to act as arbiter in the dispute between the two countries concerning the boundaries of certain petroleum wells in Peru. Switzerland has consented to act.

Nine sailors who quit the steamer "Canadian Rover" at Ocean Falls have reached Vancouver, two of them in custody of immigration authorities, they having been unable to show a domicile in Canada and being, therefore, held for some ship that will return them to England.

The Russian Soviet Government has served notice on four New York and two Washington banks that it is the owner of more than $179,000,000 deposited in these institutions by Boris Bakhmetieff, who was appointed Russian ambassador to the United States before the Soviets acquired control.

Captain Sigurd K. Gudmundson, master of the American schooner "Polar Bear," who returned to Nome recently from an exploring trip to Siberia on the schooner "Belinda," announced that he had secured from Soviet officials fur trading concessions for the entire Kolyma district and for the State of Jackuskt, Siberia.

London reports the conference of the imperial premiers has reached an agreement on the naval policy of the empire, although no official statement has been issued on the subject. The conference endorsed the present system under which each dominion is responsible for the defense of its own coasts.

The German minesweeping fleet that has been operating in the Kola bight on the Northern Russian coast is reported in a special dispatch from Vardoe, Norway, to have been fired on by Russian land forts. The German fleet returned the fire, but no damage is reported on either side. The German fleet, which left Wilhelmshaven a week ago to clear the White Sea of mines under the provisions of the Versailles Treaty, has retired to Vardoe to await further developments.

There is an estimated excess of 100,000,000 bushels of the 1920-21 Australian wheat crop, more than domestic normal consumption demands, according to a survey reported to the United States Department of Agriculture by the American consul at Melbourne. The present crop is estimated at 134,000,000 bushels, and is larger than any crop since 1918, and nearly three times as large as last year's crop. This wheat is pooled and under Australian Government supervision.

With the Wits

Even the seashore is dry. No sea serpents this year.—Bridgeport Telegram.

Noah was the first man to build a water wagon—and he fell off!—Fresno Herald.

"Your Honor," said the prosecuting attorney, "your bull pup has went and chawed up the court Bible."

"Well," grumbled the Court, "make the witness kiss the pup; we can't adjourn court to get a new Bible."

"What is your occupation?" asked Judge Fildes sternly.

"I haven't any," replied the man. "I just circulate around, so to speak."

"Please note," said the judge, turning to the clerk, "that this gentleman is retired from circulation for thirty days."

It was visiting day at the jail and the uplifters were on deck.

"My good man," said one kindly lady, "I hope that since you have come here you have had time for meditation and have decided to correct your faults."

"I have that, mum," replied the prisoner in heartfelt tones. "Believe me, the next job I pull, this baby wears gloves."—The American Legion Weekly.

With a stormy look on his face, the master of the house waylaid the servant in the kitchen.

"Look here," he began angrily, "how dare you tell my wife what time I came home this morning, after I had told you not to?"

The Irish girl eyed him steadily.

"Sure, an Oi didn't!" she replied calmly. "She asked me pwhat toime yes came in, an' Oi only tould her that Oi was too busy gettin' the breakfast ready to look at the clock."

A negro employed at one of the movie studios in Los Angeles was drafted by a director to do a novel comedy scene with a lion.

"You get into this bed," ordered the director, "and we'll bring the lion in and put him in bed with you. It will be a scream."

"Put a lion in bed with me!" yelled the negro. "No sah! Not a'tall! I quits right here and now."

"But," protested the director, "this lion won't hurt you. This lion was brought up on milk."

"So was I brung up on milk," wailed the negro, "but I eats meat now."

An Irishman came into the office of the president of the Illinois Central Railroad and said:

"Me name's Casey. Oi worruk out in the yar-rds. Oi'd loik a pass to St. Louis."

"That is no way to ask for a pass," said the president. "You should introduce yourself politely. Come back in an hour and try it again."

At the end of the day back came the Irishman. Doffing his hat he inquired: "Are yez the man I saw before?"

"I am."

"Me name is Patrick Casey. Oi've been workin' out in the yar-rds."

"Glad to know you, Mr. Casey. What can I do for you?"

"Oi-ve got a job an' a pass to St. Louis on th' Wabash. Yez can go to h—l."—Cape Eagle.

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VOL. XXXIV, No. 49. SAN FRANCISCO, WEDNESDAY, AUGUST 10, 1921. Whole No. 1765.

GERMAN LABOR LAWS

The Effect of Labor Regulations Under The New German Republic

By L. Krause, of Germany

The new German labor law is characterized by an important preference given to the employees in opposition to the former law. It consists, on the one hand, in a material improvement of the working conditions, but, above all, of the wages and working hours. Further advantages are the acknowledgment of the professional organizations of workmen, the abrogation of all existing restrictions of the right of coalition and the introduction of the constitutional principle instead of the former absolutistic one. That principle is carried through in the workmen's committee laws up to the most extreme consequences.

The personal ties between employer and employee have been loosened more and more. The latter faces the employer no longer as an individual but merely as a member of a labor organziation (trade union) which has undertaken to safeguard his interests, and which in exchange requires him to submit entirely to its decisions.

The accomplishment of the duties imposed upon the employer is controlled by the State; it can be enforced by penalties. A most characteristic feature of the new legislation is the strengthened position of authorities. Their collaboration in fixing the working conditions has grown to a degree quite unknown up till now. Thus, these authorities have the right to declare collective contracts binding, not only for the parties concerned, but for people in general; and, whenever a quarrel arises on the subject of working conditions, especially on wages, they can make compulsory awards.

Since the revolution these collective contracts have enjoyed a great furtherance and have been much extended. Formerly they were mostly applied for settling the hourly wages, but today they are extended to almost all questions touching labor conditions. The fundamental rules referring to collective contracts are contained in the regulation of collective contracts and the settlement of labor disputes of December 23, 1918. This regulation has for its special object to settle some questions of particular interest, above all the "invariability" of the stipulations of the tariff (wages). This has to be understood that labor contracts are invalid in so far as they differ from a settlement on the base of the tariff. However, the invalidity of single rules shall not be attended by the inefficiency of the whole labor contract. On the contrary, according to a special prescription of the law, the inefficient rules are replaced by the respective stipulations of the collective contract. Deviations from the latter are in general only admitted in two cases: first, in so far as the collective contract itself admits of such differing regulations. This may be the case for instance for workmen who are unable to do the full amount of work. Secondly, in favor of the workmen. Therefore, for the latter the conditions of the collective contracts are only minimum conditions.

By principle the effect of the collective contract is limited to the concerned parties only. In the first place it comprises the contracting parties, i. e., single employers and unions of employers or employees who have passed the collective contract or who became subsequent parties to the same; but the former legislation did not know any liability of the collective contract beyond those who were practically touched by the latter. At present, authorities are entitled to declare collective contracts generally binding on the following conditions: the collective contract proposed to become generally binding must previously have had a dominant importance in the trade in question, i. e., it ought to have served as a rule for the majority of workmen of the trade and within the district concerned. The generally binding stipulations of the contract are applicable to all labor contracts in so far as the latter are subject to them with regard to locality and trade. The employer need not be a contractor in the trade whose working conditions are regulated by the collective contract. Thus, a collective contract declared generally binding in the building trade is not only binding for the building contractor, but, for instance, also for the owner of machine works who occupies builders' men or for the owner of a house who charges them with repairs.

Although hourly wages have been the rule since the revolution, yet task-work is by no means abolished and it is exactly regulated by the collective contracts. Up to the time of the revolution, the task-work conditions were drawn up in most cases with regard to the interests of the employer, but those which are now in force also safeguard the interests of the employees. Formerly the rate of the task was based on the work of the best and speediest workers, whereas it depends now upon the time spent by an average workman in doing the work. Therefore most workmen are now able to keep the time per piece on which the price is based, without tiring themselves out and without impairing their health. Those men who are above the average thus earn a surplus amount of wages corresponding to their greater output due to more intense and skillful work. The present German collective contracts calculate without exception the price per piece of work according to the output of an average workman.

In general these contracts put the earnings by task-work into a determined proportion to the wages fixed per hour. They fix a so-called excess of task-work by which task-work can exceed hourly wages. According to most collective contracts the rate for task-work is by 10 per cent to 25 per cent higher than the rate fixed for time. As a case in point, it can be mentioned that the collective contract of the metal industry at Essen determines that "for average work under normal conditions, task-work wages of 10 per cent over the hourly wages agreed upon are allowable." According to the contract in force in the German wood trades all the task-work rates are fixed, "that with an average work within the regular working time an amount of 115 per cent of the average wage stipulated by contract is realized." In the contract of the piano industry surplus earnings of at least 12½ per cent must be realized. In the German brush and lead pencil industry at least 20 per cent. In the porcelain industry at least 25 per cent.

In addition, the collective contracts contain a great number of safeguards which protect the task-worker against a reduction of his earnings in case of an undeserved prolongation of the time per piece. The contract for the textile industry in northern Bavaria stipulates, for instance: if the material is heavily running, an extra amount has to be granted so that the average rate for task-work may be reached. The contract of the metal industry at Zwickan (Saxony) stipulates: involuntary waiting for material and tools has to be paid for according to the hourly wages agreed upon, provided the workman announces the default in time. The collective contract of the clock industry in the Black Forest stipulates: if a workman attends to several machines, one or several of which are stopped without his fault, he is entitled to an indemnification for the lacking machines at the rate of the regular hourly wages.

Furthermore, the collective contracts often contain stipulations which render the arbitrary reduction of the task-work rate, formerly very common with employers, quite impossible and in this way they fully secure the task-worker the fruit of his work. The collective contract of the metal industry in Brandenburg, for instance, stipulates that task-work rates can not be changed or only in cases when other working methods, machines, tools or materials are used. The contract of the metal industry in Wurtemberg stipulates: fixed task-work rates can only be reduced if the change is founded on an alteration of the working methods, technical improvements or essential changes of the number of pieces for parts to be manufactured at the same time, or in case a very obvious and heavy error has been committed in the calculation. It ensues that the claims of the workmen, which they upheld before the revolution with regard to task-work, have now been almost fully complied with. It must still be mentioned that also the questions of guaranteed wages on account payments, disputes referring to task-work, etc., have been so well regulated by the collective contracts that the majority of the working people raise no objections to them.

The fact that the German working people are generally satisfied with the forms that have been given to task-work and that there is no oppositon by principle to the task-work system any more is proved by the following judgments pressed upon it by three large unions. The German Woodworkers' Union writes: "Most of the workmen are of opinion that, provided the stipulations of the collective contract are strictly carried out, any prejudicial effect of the task-work can be obviated."

The opinion of the German union of textile workers is as follows: "In our industry no complaints can be heard of the task-work system. This satisfaction is, above all, owing to the stipulation that the highest hourly wages

agreed upon serve as a base for fixing the task-work rates. It is not allowed to do task-work below the hourly wages. In many cases the collective contracts have been so far developed that even in case of bad work, task-workers are entitled to the average task-work rate."

The Union of China Workers gives the following judgment: "Since the wages and working conditions have been settled by contract between employers and workmen's unions, much has changed with reference to task-work in favor of the workmen." Thus the collaboration of the workmen in fixing the wages is assured. All wages per piece have to be reckoned according to task-work rates fixed by contract, i. e., not according to maximum but average output. For similar articles the wages must be the same, also for home-workers they are not allowed to be reduced. The lists of prices and wages must always be open to workmen. The weak workman is warranted minimum wages also for task-work. The possibility to realize higher earnings in hourly wages without running the risk of seeing them reduced at the will of the employer renders the workman now more inclined to accept task-work and cases occur where the workmen themselves demanded task-work instead of the work per hour customary before.—American Federationist.

REAL FACTS NEEDED

Just returned from Russia, where for a month he was the only Non-Communist journalist, Lewis Gannett publishes his first article, "Is Russia Abandoning Communism?" in The Nation for August 10. Mr. Gannett corroborates Senator France's opinion, published July 31, that trade should at once be established between America and Soviet Russia. The new economic policy of stimulating small industry and peasant production involves a definite compromise of the principles of Communism.

"Whatever you call it, they are changing their policy, both in home economics and foreign politics. For the sake of British trade, they have agreed to abandon revolutionary propaganda in British Asia, and to the great regret of Indian revolutionaries they are keeping their promise. They have given up hope of immediate revolution in Western Europe and are negotiating with capitalist governments, bargaining and compromising to obtain the needed locomotives, agricultural machinery and electrical material; they are devoting themselves, primarily, to the problem of economic reorganization at home, and care little what elements of the original program must be sacrificed."

This is made imperative by the economic collapse and extreme famine.

"West European countries, nearly three years after the armistice, are only beginning to recuperate; Russia, after years of war, naturally lags behind them. * * *

"The only real opposition to the Bolsheviks inside Russia today is a Left opposition which, by whatever name it calls itself, is in tendency and fact anarchistic, and which, if it succeeded in overtoppling the Bolsheviks, could for the present only plunge the country into chaos and worse hunger. It is an opposition which resents concession to foreign capitalists, which rejects the bourgeois specialists who are reorganizing some of the factories and should return to the system of direct collective management of the factories by their workers. * * * A rabidly anti-bolshevist engineer said to me: 'Lenin and Trotzky must stay. They are the only men capable of organizing Russia. They alone can inspire discipline. Indeed, the Communists are the only disciplined people in undisciplined Russia—that is their power.'"

Mr. Gannett expresses his own estimate of the Soviet leaders thus:

"Where western statesmen look months ahead, Lenin, Trotzky and Bukharin look years ahead; where others play checkers, they play chess. They work out the complicated interplay of economic factors; they care not a rap for prestige and are ready to abandon any cherished policy if it proves a failure."

SUPREME COURT vs. CIVIL LIBERTY

A striking little pamphlet showing the startling restrictions on free speech, free press and the right of labor to organize, strike and picket, has just been issued by the American Civil Liberties Union. It is entitled, "The Supreme Court vs. Civil Liberty," and gives the essential points of seven cases decided since 1917, under which every traditional American right of free expression of opinion has been set aside. In all the cases Justices Brandeis and Holmes delivered dissenting opinions, the gist of which is quoted in full.

Three cases cited are under the Espionage Act: that of Jacob Abrams, Mollie Steimer and others at New York; the editors of the Philadelphia Tageblatt, and Pierce and others in New York for distributing Irwin St. John Tucker's "The Price We Pay." Another case involves the Minnesota State Sedition Act, another the mailing privilege of the "Milwaukee Leader," and two the rights of labor to organize and boycott, involved in the Hitchman Coal Co. case in West Virginia, and the Duplex Printing Co. case in New York.

In introducing the opinions, Albert De Silver, one of the union's directors, says:

"In respect to freedom from unlawful searches and seizures, the Supreme Court, in a number of decisions culminating with the recent case of Gouled vs. United States (Feb. 28, 1921), has so clarified and extended previous decisions that a liberal interpretation of the constitutional provision is now assured.

"However, in respect to all the other phases of civil liberty mentioned above, the Supreme Court has gone over to the side of reaction. By judicial construction it has forged a powerful weapon for those who believe in governmental suppression of ideas deemed to be dangerous."

SEEKING THE FACTS

(Continued from last week.)

Since the new members of the present Shipping Board took office, the marine engineers—who must be distinguished from the so-called deck engineers—have signed a six months' agreement accepting a 15 per cent cut in wages, and agreeing substantially to the other conditions laid down by the Shipping Board and the private owners respecting the union which I have enumerated. Marine engineers are, of course, really licensed officers, and their pay is about double that of the ordinary seamen. This so-called settlement, of course, means that the whole question will be reopened by this organization, in January. There has been no settlement, however, with the groups constituting the International Seamen's Union. The strike has merely been declared off on the Atlantic Coast, which means that many thousands of the seamen will leave the sea service in fact, already have done so—and that others will make the best terms for themselves possible, renewing the struggle at a more opportune time.

Our entire force of seamen is, therefore, dissatisfied, and smarting under a sense of wrong and injustice. Those who intend to continue in the marine service are only waiting the time when the demand for seaman will enable them to open the battle again with greater hope of success.

How different is the situation presented by our chief maritime competitor, Great Britain, and, in fact, every other country with whom we must compete upon the seas. The responsible authorities in Great Britain adopted exactly the opposite course from that pursued by our Shipping Board. Instead of making war upon the seamen's organizations, she has fostered and encouraged them. The Government, with the assistance of the unions, has established training schools from which the boys are sent on board ships to serve their apprenticeship in order to become able seamen. This practice of shipping boys or young men on board ship to learn the business was adopted to some extent in our Merchant Marine by agreement with the unions during the war, and the United States Shipping Board abandoned the practice at the first opportunity.

The result of the British policy is that British seamen have accepted a wage cut of £2 10s. per month, amounting to about 15 per cent of their war-time wage, other conditions remaining unchanged, and as a consequence the seamen's unions of that country are working in harmony with the shipowners to extend British maritime trade.

I am permitted to quote from a letter under date of June 14, last, written by J. Havelock Wilson, member of Parliament, president of the Sailors' and Firemen's Union of Great Britain and Ireland, and also a member of the maritime board, in which, writing to Mr. Furuseth, president of the International Seamen's Union of America, he said:

> It seems strange to me that the owners in America are so strong on the "open shop," whereas the owners on this side are doing everything they can to make it the "closed shop." . . . As a matter of fact the great majority of the owners have turned the entire shipping of men over to us, and many of them have expressed the view that they do not know how they could do without us.

This is one particular, at least, in which we could well afford to learn from our great maritime rival.

A careful review of the controversy between the American seamen and the shipowners shows that the question of wages was secondary; that the men were at all times willing to sit down with the owners and revise the working rules; that it was the conditions on board the vessels and the conditions attendant upon the signing on and paying off of the men that were the primary points of dispute, for in this was involved the question whether or not the men would remain at sea, and whether or not we could have a Merchant Marine manned by American sailors. The fight which the seamen have been making is much more than a fight for themselves. They have been making a fight upon the issue of which depends the question whether we shall have an American Merchant Marine or not.

The wages which they have offered to accept are far below that necessary to maintain an American standard of living. According to the Monthly Labor Review for December, 1919, the cost in August and September of 1919 of maintaining a family of five at the health and decency level was $2,126.47.

Of the budget referred to, the Monthly Labor Review said:

> It was intended to establish a bottom level of health and decency, below which a family cannot go without danger of physical and moral deterioration. This budget does not include many comforts, which should be included in a proper American standard of living.

While the above and all similar figures are more or less approximations, they demonstrate conclusively that the wages received by seamen, even their war wages, if you please, do not permit a decent standard of living. On such wages no sailor could hope to maintain a home, however humble, or support a wife and children.

I am aware that it is said that seamen's wages must be reduced in line with the policy of economy demanded of the Shipping Board. Look at the facts for a moment. Admiral Benson, testifying before the Subcommittee on Appropriations, May 9, 1921—see page 551 of the hearings—said:

> I think that the question of wages is always a little exaggerated, because under any system it is not much over 10 per cent of the total cost of operation.

I think the figures usually given are from 7 to 8 per cent, but accepting Admiral Benson's figures, it follows that out of every thousand dollars' cost of operating a ship, 10 per cent, or $100, would represent the seamen's wages. Fifteen per cent of this, which is the reduction insisted upon by the Shipping Board and agreed to by the men, is $15. Therefore, it follows that the proposed reduction in wages would only amount to $15 out of every thousand dollars cost of operation, or $1500 out of every hundred thousand dollars cost of operation.

The mistake of an unskilled or inefficient crew in looking after the machinery, or in the amount of fuel unnecessarily consumed, would more than offset this so-called wage saving in a single voyage. It is not a question of wages at all. It is a question of destroying the men's organizations, and of subjecting them to working conditions which they will not stand, and ultimately a question of driving the American seamen and the American Merchant Marine from the sea.

Think for a moment of the profits made and the surplus accumulated by every steamship company that has been engaged in business dur-

ing the last five years. I have before me the figures showing the profits made, and surplus accumulated by the principal ones. I am not going to stop to read them. They are fabulous.

TABLE I

Profits of Great Lakes Passenger and Package Freight-boat Companies.[1]

Name	Capital stock, 1921	Net income, 1916-1920	Rate on capital Per ct.	Annual average Per ct.	Dividends paid, 1916-1920	Added to surplus, 1916-1920
Ashley & Dustin...	$ 215,500	$ 149,249.35	69.3	13.9	$ 111,060.00	$124,340
Chicago, Duluth & Georgian Bay ...	[2]857,900	316,817.68	35	7	16,712.50	203,530
Cleveland & Buffalo Transit Co..	2,000,000	714,614.70	35.7	7.1	395,000.00	141,335
Detroit & Cleveland Navigation Co.	[3]6,038,000	3,849,574.34	76.8	15.4	[4]4,304,091.50	[5]413,445
Goodrich Transit Co.	500,000	417,082.63	67.6	13.5	171,105.14	333,812
Great Lakes Transit Corporation..	3,500,000	4,895,777.66	139.9	28	3,839,375.00	[5]311,721

[1] Compiled by the People's Legislative Service from the sworn reports of the companies on file with the Interstate Commerce Commission.
[2] $253,100 worth of stock has been re-acquired during the past five years and held alive.
[3] Increased from $3,862,750 in 1915 by the issuance of two stock dividends of 25 per cent each.
[4] Includes two stock dividends of $2,174,287.50.
[5] Decrease.

TABLE II

Profits of Some of the Principal Steamship Lines on the Atlantic, Pacific, and Gulf Coasts.[1]

Name	Capital stock, 1921	Net income, total net profit, 1915-1920	Rate on capital Per ct.	Annual average Per ct.	Dividends paid 1915-1920	Added to surplus, 1915-1920
Atlantic, Gulf & West Indies	$ 28,706,300	[4]$29,088,983	[4]101.3	25.3	$ 7,243,641	$19,014,944
International Mercantile Marine...	101,597,500	77,417,472	76.2	12.7	37,242,360	41,826,877
Pacific Mail Steamship Co.	[2]1,500,000	8,067,133	365.3	60.9	3,997,500	5,224,383
United Fruit Co....	[3]100,000,000	94,147,500	136.6	22.8	[5]77,080,277	66,176,490

[1] Compiled from data furnished by the Standard Statistics Service to the Labor Bureau (Inc.).
[2] The outstanding preferred stock ($1,700,000) was retired on Sept. 1, 1918, at 110 and accrued dividend.
[3] Increased from $50,000,000 by the declaration of a stock dividend of 100 per cent in 1920.
[4] 1916-1919 only.
[5] Included $50,000,000 stock dividend.

TABLE III

Profits of Some of the Steamship Lines, 1920

	Net income	Rate on capital Per ct.
Atlantic, Gulf & West Indies....	(1)	....
International Mercantile Marine.	$ 7,500,000.00	73.8
Pacific Mail	1,277,470.00	85.2
United Fruit	29,008,307.00	29.0

Profits of Some of the Lake Companies, 1920

	Net income	Rate on capital Per ct.
Ashley & Dustin.....	$ 27,270.75	12.7
Chicago, Duluth & Georgian Bay	99,757.86	11.6
Cleveland & Buffalo Transit Co...	263,105.31	12.2
Detroit & Cleveland Navigation Co.	897,132.05	15.6
Goodrich Transit Co.....	165,461.48	33.1
Great Lakes Transit Corporation..	815,079.55	23.3
All lake companies.....	$2,267,807.00	17.3

[1] Not available.

Compare these profits with the $75 or $100 a month received by even the able seamen, and it is obvious that the real controversy does not hinge upon saving a few dollars by cutting the monthly wages of the men. Besides all this, American shipowners are already given a subsidy by their exemption from taxation, providing only they will put the money back into new construction, which far more than equalizes any difference in wages that may exist between this and other countries. I refer to section 23 of what is commonly called the Jones Act. (See Congressional Record of March 3, 1921, p. 4687.)

I am not aware that American seamen have ever claimed special credit for helping to win the World War. They are entitled, none the less, to great credit for the heroic and patriotic part they played in that work. Early in the war the representatives of all American seamen joined with the Shipping Board, with the Secretary of Labor, and with the private owners in an earnest appeal for all American seamen to return to American ships. More than that: At their convention in Buffalo, N. Y., December 3 to 12, 1917, they issued and gave nation-wide publicity to the following call:

A Call to the Sea

To all seafaring men ashore or afloat:

The International Seamen's Union of America, in annual convention assembled, representing the organized seamen of America, submits the following to all men of seafaring experience, ashore or afloat:

The Nation that proclaimed your freedom, now needs your services. America is at war. Our troops are being transported over the seas. Munitions and supplies are being shipped in everincreasing quantities to our armies in Europe. The bases are the ports of America. The battle fields are in Europe. The sea intervenes. Over it the men of the sea must sail the supply ships. A great emergency fleet is now being built. Thousands of skilled seamen, seafaring men of all capacities, who left the sea in years gone by as a protest against the serfdom from which no flag then offered relief, have now an opportunity to return to their former calling, sail as free men, and serve our country.

Your old shipmates, men who remained with the ship to win the new status for our craft, now call upon you to again stand by for duty. Your help is needed to prove that no enemy on the seas can stop the ships of the Nation whose seamen bear the responsibility of liberty.

America has the right, a far greater right than any other nation, to call upon the seamen of all the world for service. By responding to this call now, you can demonstrate your practical appreciation of freedom won.

All men of seafaring experience can get further information on this subject by applying to any representative of the United States Shipping Board or to any officer or representative of the International Seamen's Union of America, or any of its district organizations. It should be understood that this statement is not issued because of any real shortage of men at this time. We must be prepared, however, to man the great new merchant fleet, now building. Men must be ready, and in training. It is in recognition of this need that we, as a duty to the Nation, submit this call to all seamen.

International Seamen's Union of America

After the war was over and the victory won, Robert P. Bass, director of the Industrial Relations Division, in his report to the United States Shipping Board under date of February 1, 1919, had this to say of American seamen:

The most serious aspect of the marine and dock labor situation, however, was not the expansion or the danger, but the extreme need for continuous and efficient labor and the ease with which groups or individuals might have delayed traffic. As time passed, the possibility of any interruption of traffic became constantly a matter of greater and greater national concern. The whole situation, indeed, was such as to afford unusual temptation to the men to try to take things into their own hands, and there were a few industries where there were better opportunities or more dangers in the matter of enemy propaganda. . . .

Fortunately for the success of the allied cause, no such disaster occurred. . . . The burden placed upon marine and longshore employes was carried loyally and successfully. . . . Not only was a tremendous volume of material handled effectively, but in the whole field of marine and dock labor there was no serious disaffection or interruption of traffic during the period while the United States was at war. As far as the licensed officers and seamen on vessels were concerned, the elimination of strikes was practically complete, which was also true of the crews on harbor craft and barges. . . .

The successful operation of America's merchant fleet during the war was to a very large extent due to the patriotism and sound leadership which prevailed among the men.

These are the men who now justly complain that the Government which they labored so heroically and patriotically to serve has, through the United States Shipping Board, denied them the opportunity to work on American ships at a decent wage and under decent conditions. One of the first results of the labor policy of the Shipping Board will be, that the extremely turbulent element of the seamen's organizations, encouraged thereby, are now trying to secure

(Continued on Page 11)

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark Street, Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adeliade, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Langgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade Uniâo dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregados em Camara, Rue dos Benedistinos 18, Rio de Janeiro.

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

Pacific Coast Marine

Reports from Rogue River indicate the salmon run is very light this year, but the time is near at hand when the big run always occurs, that is, near the middle of August.

Two Japanese steamers have been chartered by Mitsui & Co. to load lumber at Gray's Harbor and the Columbia River for Japan. The vessels are the Kaisho Maru, 4424 tons, and the Yeikoku Maru No. 2. 4423 tons.

Local steamship men have been notified that orders will soon be placed in the Northwest for 40,000,000 feet of fir ties for shipment to the Atlantic side. Ten 9000-ton vessels would be required to carry such a consignment.

Shipping companies at Vancouver, B. C., who are interested in the Vancouver-Australian trade, have decided to meet San Francisco's recent cut in rates. After September 1 canned salmon will move from British Columbia to Australian ports for $16 instead of the present rate of $18. Building paper and roofing drooped from $15 to $12, doors and inside finishings in lumber from $17.50 to $15 and steel rails from $15 to $11.

With the sailing of the steamer "Excelsior" from New Orleans for Havan August 6, regularly weekly sailings between the two ports will be re-established by the Southern Pacific Company's Atlantic steamship lines. The Southern Pacific's Atlantic steamship lines form a link in the company's Sunset-Gulf route, over which western freight is moved both to Cuba and New York. Service between Havana and New Orleans was interrupted during July, but with the sailing of the "Excelsior," a regular schedule will be maintained again. Both passengers and freight are carried.

The freighter "Canadian Exporter," which grounded in Willapa during a dense fog, broke amidships and the two parts lay at right angles. The breaking up of the ship was witnessed by the crew of a revenue cutter standing a few hundred yards away. The ship seemed to be lying easily on a spit, and, as the tide came in, the swells began to break quite heavily. The ship was seen to give a lurch and parted in the middle. The bow swinging toward the shore with the current. A small tender from the cutter was busy taking off members of the crew, but there was little danger, as the sea was not rough.

Because she is foreign built and is owned by a corporation in which American citizens own less than 75 per cent of stock, the steamer "China" of the China Mail Steamship Company, Limited, which runs into San Francisco, is prohibited by the Merchant Marine Act from carrying passengers in the coastwise trade according to Attorney General Harry Daugherty. Daugherty stated, however, that the "China" might continue to carry passengers between San Francisco and Honolulu until February, provided a permit was obtained from the United States Shipping Board. The "China" was admitted to American registry by special Act of Congress in 1898 and has been plying between San Francisco and Hawaii for several years. She was formerly the crack liner of the Pacific Mail Steamship Company.

KELLEHER & BROWNE

THE IRISH TAILORS

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See Our Weekly Reports Posted in All Union Halls.

I have said that I would never be attorney for shipowners, until the seamen were shipowners. One of the purposes of my visit to Europe this summer is to acquire knowledge as to shipping conditions abroad and particularly to ascertain with what degree of success the seamen of Italy are operating ships.

Any seamen, who, with a view to becoming shipowners some time, are willing to form "a Seamen's Society for Savings" and will pledge to save one-fourth of their wages over their board and lodging per annum, said savings to be put in a depository that they themselves may select, please communicate with the undersigned.

SILAS B. AXTELL, 9 State St., New York City

Portland, Or., Letter List.

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Delgado, Nazario

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Okasski, Wellington
Scarthland, Gunnar
Williams, Edward
Worgaard, H.

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Douglas 1058. Residence Phone Prospect 2908.

INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen. Agent.

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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INFORMATION WANTED

Brother of Carl Wohmar Holm, a native of Isle of Nargem, Esthonia, born 1888, last heard of at Newport, Monmouthshire, England, on an American ship in 1916. Kindly communicate with Erik Kristian Holm, care National Sailors' and Firemen's Union, 9 Dubois street, Antwerp, Belgium. 7-27-21

Mrs. Margareth Watson is anxious to ascertain the whereabouts of her husband, John Watson, who left Seattle on board the S. S. "Jadden," and was then heard from in June, 1920, on board the S. S. "Quaker City," at Philadelphia. Anyone knowing his whereabouts, kindly communicate with his wife at 3420 Thirty-ninth avenue S. W., Seattle, Wash. 6-22-21

You Want the Truth

This year there will be stirring times in the Nation. Under government censorship it is increasingly difficult for the average man to get the real meaning of the social and political movements of the day.

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Weekly News Letter
Contributed by the American Federation of Labor

Gold Standard Shaky

The gold standard as a basis for money is wabbly, according to Dr. R. Estcourt, writing in the Annalist, financial publication in New York.

For many years the gold standard was supposed to be as fixed as the solar system, and patriots have "fit, bled and died," for this belief only to be now told that this standard is a fiction and that numerous little nations in Europe have no gold and no interest in gold, and that "they can realize that a gold standard would increase their burdens by making it needful to acquire a supply of the metal at present prices in terms of their individual currencies. This would be good business for those who have gold to sell."

It is stated that 50 per cent of the gold in circulation is owned by the United States and that Great Britain and Japan are the only other powers that have gold.

"Thus, this country, the British Empire and Japan have a trade interest in the resumption of specie payments. Most others have a trade interest opposed to such resumption," it is stated.

"It is daily becoming more obvious that a return to the gold basis is quite impossible with the present political map of Europe. Either that must be changed or the gold standard must be superseded. The gold standard to which we have been accustomed is a fiction. The standard as generally understood has long since disappeared, but gold remains the measure of value. That measure, however, will have to be abandoned in favor of some commodity that is present in all countries if we are to recognize the existing political divisions of Europe. Without extensive federation a gold basis is impossible outside a few countries possessing gold."

Dr. Estcourt takes occasion to hand this jab to the sales tax theory:

"The French Government has levied a sales tax which yields only about one-third of its estimate, so great has been its interference with business."

Bosses Are Incompetent

Let metal trades employers pay less attention to fighting trade unionism and more to their business, would be a good summary of a report issued by the committee on elimination of waste in industry of the American Engineering Council.

The report states that idle men and machinery are causing a loss of nearly a billion dollars a year in the metal trades industry. This estimate does not include the value of materials that could be utilized.

Instability of labor employment and faulty management, the committee said, are major causes of waste in this, the largest manufacturing industry in the United States, both in number of employees and value of products.

The average waste due to labor turnover mounts into millions, and most of this constant changing of labor can be avoided. Modern employment methods, embracing the study of "why men quit," are urged.

It is estimated that at present about 80 per cent of the responsiblity for waste, or non-production, rests with management, and it is declared that the need is imperative that the management of labor be elevated to a higher plane.

"We have 2,000,000 unnecessary 'separations,' the equivalent of 2,000,000 workers annually separated and rehired," says the report.

Manufacturers are called upon to hasten a return to normal conditions "by producing goods as economically as possible, so as to make selling prices low enough to attract buyers."

Will Fight Allen's Law

The Executive Board of the Kansas State Federation of Labor has started a publicity campaign to repeal Allen's "can't-strike" law. As an indication of the oppositon to this law outside of organized labor, the unionists all attention to the signed statement of the jury that convicted President Howat for violating the law. The judge instructed a jury to find a verdict of guilty, which they did. Then the jurors made a public statement that they believed the industrial law was wrong. The jury was composed of ten farmers and two business men.

"We are convinced," the Federation officials say, "that if it is possible to win over to our way of thinking, a jury of farmers and business men, it is possible to convince the farmers throughout the State that the Industrial Court law should be repealed. The Kansas State Federation of Labor in conventon has twice condemned the court and pledged moral and financial support to the mine workers, who have stood the brunt of this battle. We must now do more effective work.

"Watch for the beginning of our campaign, which will start at once in the southeast and finally cover the entire State. When the crusaders reach your community lend them every possible assistance in their effort to carry the truth to the people."

Sid Hatfield Killed

Sid Hatfield, former Chief of Police of Matewan, was shot to death and C. E. Lively is charged with the crime.

Lively operated a restaurant at Matewan, and at the recent trial of Hatfield and others, who were accused of the death of Albert Feltz of the Baldwin-Feltz detective agency. Lively acknowledged that he was a detecive and that he operated the restaurant to spy on the miners.

At the recent hearing on the Mingo County lockout, conducted by the Senate Committee on Education and Labor, in Washington, Lively testified that prior to his West Virginia experience he was a detective among Colorado miners. He said he killed a man in self-defense, surrendered and remained in jail for sixteen months, as he "did not want a trial." Later he was

(Continued on Page 11.)

S. T. Hogevoll, Admiralty Lawyer, Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

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(Continued on Page 11)

The Seamen's Journal

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To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter. Acceptance for mailing at special rate of postage provided for in Section 1103, Act of October 3, 1917, authorized September 7, 1918.

NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, AUGUST 10, 1921.

PLACE THE RESPONSIBILITY

While bound for San Francisco from Portland, the steamer "Alaska" struck on Blunt's Reef, off Cape Mendocino, last Saturday night.

To date, authentic information is meager, but over fifty persons are reported dead or missing, and the vessel will be a total loss.

If the statements of a number of the survivors are correct, the disaster establishes one of the most sordid records of cowardice and incompetence that ever disgraced a vessel's crew.

The first statements of those rescued can usually be accepted as most reliable or uncolored; therefore the following press reports from Eureka, where the victims of the wreck were taken, claim the most careful consideration:

Accusations that gross inefficiency of the crew, amounting almost to criminal negligence, was responsible for the high death toll of the steamer "Alaska," which crashed into the northern end of Blunt's Reef, were made by nine survivors who are in the Sequoia Hospital suffering from injuries received when the vessel went down.

They are: Arthur J. Franklin, Chicago; Owen Tevlin, Indianapolis; F. C. Germano, Portland, Ore.; Lew White, vaudeville actor, Seattle; Nathan Bass, 1005 Golden Gate avenue, San Francisco; Edgar Horner, Oregon City; Jacob Wyzansky, retired merchant of Butte, Mont.; Mrs. Jacob Wyzansky, and U. P. Dyer, La Grande, Oregon.

Franklin charges the wreck was caused through inefficiency and that after the vessel struck practically all of the crew with the exception of the captain deserted the ship. He claims that the vessel was unseaworthy and that attempt was made to make up time lost by cutting in close to the coast.

Only Five Sailors

Franklin asserts, and in this he is borne out by other passengers and one of the engineers of the vessel, that only five men aboard had seamen's certificates. The crew, he declares, was made up of inexperienced men, student seamen.

"There was not one of the crew who knew his place," he said. "Not one of them knew how to handle the lifeboats. The vessel was on a course seventeen miles off the coast when its course should have been at least thirty-three miles off the coast. The vessel was unseaworthy and never should have been allowed to leave port. Two of the mates and the two wireless operators deserted the ship, in fact all of the crew except the captain left the steamer while passengers were aboard."

Charges Crew Inefficient

Dyer, who is the son of Mr. and Mrs. W. H. Dyer, 716 Eighteenth street, Oakland, also charged that the vessel was manned by an inefficient crew.

He said: "There were only five or six experienced seamen aboard, the others did not know what to do when the ship struck. This wreck with its terrible loss of life is the result of replacing experienced seamen with students."

Wyzansky, Mrs. Wyzansky and Bass assert that when the vessel struck the passengers were told by the officers that there was no danger and were ordered to their staterooms. This, they say, caused some of the passengers to lay aside the life preservers they were wearing.

Seamen Cut Ropes

All tell stories of how, when the lifeboats were being lowered, inexperienced seamen slashed the ropes, causing two boats to crash on boats below them filled with men and women, overturning them.

Mrs. Wyzansky, according to her husband, was stepping into a lifeboat when the ropes were slashed. Her boat crashed into a boat which had not been given time to leave the sinking steamer, overturning it and imperiling the lives of the occupants.

Several of the passengers, including Bass, maintain that the "Alaska" was plunging at full speed through a thick fog. The fog horn had been sounded thirteen times when the crash came, Bass declares. He holds that the vessel struck the reef twice, first without injury and just as the orders had come from the bridge to reverse the engines it struck again, tearing its bottom out.

Full Speed Ahead

S. A. Carlson of Seattle, third assistant engineer of the "Alaska," who was on watch at the time the vessel struck, admitted that the engines were full speed ahead. Carlson was one of the last men to leave the boat, plunging up from the engine room just as the vessel went down.

The passengers were unanimous in their praise of the rescue work carried on by the crew of the coast guard station and of the "Anyox" and of the care given them by the people of Eureka.

Without attempting to place any blame, or to comment on the conduct of the ship's crew, the coroner's jury reached a verdict of "Drowning, caused by the steamship 'Alaska' striking Blunt's Reef and sinking, precipitating some of the passengers and crew into the sea."

This stereotyped verdict does not altogether harmonize with the testimony which was of an altogether different character.

Henry Hanson of Fortuna examined three of the officers of the "Alaska" and three of the passengers. From their testimony the following facts appear to be established:

First—There was no heavy fog and the weather was good when the "Alaska" struck Blunt's Reef.

Second—No orders were issued to the passengers as to their distribution among the fifteen lifeboats.

Crew Not Trained

Third—The crew was not trained to handle the lifeboats and there were not enough men assigned to the work of launching them and manning them after they were launched.

Fourth—Some of the lifeboats lacked all auxiliary equipment, even sea plugs and oarlocks being missing.

Fifth—The "Alaska's" captain, undoubtedly among the lost, was in the wheelhouse and not on the bridge at the time the steamer first struck. He was last seen assisting two women to reach a lifeboat.

Sixth—Notwithstanding the lack of leadership from among the crew, the morale of the passengers was remarkable after the crash came.

The witnesses from among the passengers were George Goodall of Spokane, Miss Mabel Landberg of St. Paul and Nathan Bass of 1005 Golden Gate avenue, San Francisco.

The officers who testified were William E. McClintock, first officer; G. G. Morgan, purser, and J. J. Mitchelson, radio operator.

Among the passengers, the most striking testimony was that of George Goodall, who said he had traveled since he was eleven years old, and had been all over the world.

"In my experience," he said, "crews are usually schooled in handling boats. In the case of the boat that capsized, while it really fouled the side of the ship, instructions to the crew were to lower this end or that end. If there had been a man directing on the boat deck, to give proper orders, the boat could have been held until all the passengers were on and then lowered properly. As it was, one end was dropped, while the other was suspended in air, and all the passengers were thrown into the water. That boat was not handled right."

Miss Mabel Landberg of St. Paul said that she was one of three cousins, who were separated at the time of the disaster. She and her cousins were in the boat that struck against the side of the "Alaska" and were pitched into the sea.

Summing up the testimony of passengers, it is evident that while there was a slight mist the weather was fine. That the sea was smooth is evidenced by the fact that a child was picked up by the United States Coast Guard crew in the vicinity of the wreck at daylight, after being kept afloat by a life preserver for about seven hours.

A number of passengers declare that the loss of life was aggravated by rank inefficiency which characterized the handling of lifeboats, and there are further complaints as to the poor condition in which the lifesaving appliances were maintained.

Such allegations are of serious character and demand investigation. If substantiated, they constitute the perpetration of an outrage, and those responsible should be made to suffer for their criminal acts.

The investigation should be immediate and thorough, without consideration as to whose ox is gored.

There is always the possibility, however, where some measure of blame may rest upon a Government bureau for laxity in fulfilment of its duties; or for having failed to uphold the laws entrusted to its enforcement. If such is discovered to be the case ,it is hardly to be expected that another bureau, no matter how constructed, at this crisis, would dare to drag the whole unvarnished truth to light. At the present time and until we receive further enlightenment on the whole pitiful catastrophe we can only surmise. Perhaps we shall never know. Only the dead may know, only those who left Portland with the feeling that those entrusted to safeguard the lives of the traveling public were functioning in proper manner.

BRITISH TRADE SHIP

While our commercial interests have been pursuing a narrow policy which has reacted detrimental to American trade, the British have been diligently engaged in cutting the props clean from under our foreign commerce.

In conformity with their aggressive bid for everything in sight, a new feature has recently been added to the British methods in the struggle for trade.

According to information recently re-

ceived from the Consulate General's office at London:

"A joint stock company has been registered at Somerset House, London, under the name of British Trade Ship (Ltd.), with a nominal capital of £12,000, with the object of building a large vessel of a special type to be used in cruising round the world as a floating exhibition of British manufactures. The boat is intended to be so designed as to accommodate a large number of wares, comfortable quarters for exhibitors, and ample room for receiving visitors at the numerous ports at which the vessel will call."

Although the scheme is in its incipient stage, some of the most prominent shipping men of Great Britain will be included in the first board of directors.

The Britishers may be slow to catch the point of an ordinary joke, but when it comes to catching the trade it requires unlimited energy to get ahead of them. The recent lockout in the American Merchant Marine has tended to give traders of other maritime nations a good start, and none have profited greater thereby than the British.

UNIONS BLOCK REACTION

The recently organized joint legislative committee has shown its value thus far in three important cases, where the resources of labor were concentrated against reactionary proposals in Congress.

The first bill provides for the abolishment of preliminary hearings in extradition, permitting accused persons to be spirited away without opportunity to safeguard their rights in the place of their domicile. The second is House joint resolution 171, permitting the importation of Chinese coolies in bond into Hawaii, breaking down the principle of Asiatic exclusion. The third is taxation legislation which would permit the nation's war-made millionaires to escape tax free with their booty and shift the burden on consumers.

At the initial meeting of the joint legislative committee, called by President Gompers, twenty-seven representatives were enrolled, representing the A. F. of L., and various international and subordinate bodies. President Gompers was elected chairman of the joint committee, with William C. Roberts of the A. F. of L. legislative committee as secretary.

The purpose of the conference is to bring together trade union legislative representatives, stationed in the nation's capital either permanently or temporarily, so that their activities will be co-ordinated. This permits labor to center all of its forces upon any given proposition. In addition it serves as a channel through which there may be a constant flow of information concerning legislation, as each representative reports at once any situation needing attention. This is communicated to all representatives, and when necessary special meetings will be called.

Constant inter-communication is maintained through the office of the secretary, with regular reports made by mail and emergency notices transmitted by telephone.

Labor is a necessity to human existence; being such, it is obvious that under natural conditions it should be a pleasure, not a penance.

INJUNCTION DISMISSED

The suit filed by the United States Government against the six marine unions was dismissed by Judge Jeremiah Neterer in the District Court at Seattle, Wash., July 27, 1921. Permission was given the Government to amend or file a supplemented bill of complaint, but announcement of further action was withheld by the District Attorney's office.

The suit was filed by the Government last May and asked a permanent injunction against picketing of the waterfront by striking union seamen and judgment of $10,000 per day from May 1 and another judgment of $10,000 daily until the entry of final judgment.

The unions named as defendants in the complaint were the Marine Engineers' Beneficial Association No. 38; Masters, Mates and Pilots of the Pacific, Seattle branch; Marine Firemen, Oilers and Watertenders' Union of the Pacific, Seattle branch; Sailors' Union of the Pacific, Seattle branch; Marine Cooks and Stewards of the Pacific, Seattle branch, and the local branch of the Neptune Association of Licensed Masters and Mates of Ocean and Coastwise Steam Vessels, Incorporated.

In his decree Judge Neterer declared that the contention of the Government that violence during the strike was countenanced by the unions was without foundation.

"Because several parties acting independently may wrong another by conduct which may have the same resultant effect does not give such other party a right to sue all wrongdoers so acting in one action.

"There are no averments which would indicate that this party was acting pursuant to any authority or plan on the part of this association," the judgment read.

That the unions were not interfering with the United States in picketing the waterfront property of shipowners was Judge Neterer's declaration in his decision.

"Considering the contention of the defendants," he said, "in so far as is material to a determination of issue presented, it may be said that the plaintiff has the right to prosecute an action where the interstate commerce or the carrying of United States mails is interfered with, or national highways are obstructed: In re Debs, 158 U. S., 564.

"While the Supreme Court did say that the scope and purpose of the bill in that case was only to restrain possible obstructions on highways along which the interstate commerce travels and mails are carried in exercise of these powers, it is competent for the nation to remove all obstructions on highways, natural or artificial, for the passage of interstate commerce and carrying of mails. The bill of complaint in this case is indefinite in that no direct charge of obstruction of highways or of carrying of United States mails or interstate commerce appears, nor physical interference with docks, wharves or vessels or cargo or passengers, to or from such properties, nor threatened interference."

No man can ever gain an understanding of the labor movement as long as he harbors the fallacy that the strike or boycott is a creation of the "labor leader."

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Aug. 8, 1921.

Regular weekly meeting came to order at 7 p. m., Andrew Furuseth presiding. Secretary reported that our members are gradually getting back to the ships as the non-union men are now being rapidly eliminated. R. Ingwardsen was elected Assistant Secretary vice Ed. Rosenberg, resigned.

R. INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

Vancouver, B. C., August 1, 1921.
Situation satisfactory.
R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, August 1, 1921.
Situation satisfactory.
A. KLEMMSEN, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, August 1, 1921.
Situation satisfactory.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403

Aberdeen Agency, August 1, 1921.
Shipping good in the steam-schooners.
CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, August 1, 1921.
Shipping picking up.
JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, August 1, 1921.
Shipping picking up.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, July 25, 1921.
Situation satisfactory.
JOSEPH FALTUS, Agent.
P. O. Box 314. Phone 1930.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST

Headquarters, San Francisco, Cal., Aug. 4, 1921.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke presiding. Secretary reported that the result of the referendum vote taken was that the lockout was declared of, and the members were instructed to obtain work wherever obtainable.

EUGENE STEIDLE,
Secretary.

86 Commercial Street. Phone Kearny 5955.

Seattle Agency, July 28, 1921.
Situation unchanged.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, July 28, 1921.
Situation unchanged.
FRANK DEAN, Agent.
336 Worcester Building, 68 Third Street. Phone Broadway 2989.

San Pedro Agency, July 28, 1921.
Situation unchanged.
JOSEPH MACK, Agent.
613 Beacon Street. P. O. Box 54. Phone Sunset 547-W.

DIED

Abraham Mathisen, No. 2325, a native of Norway, age 45. Died at Seattle, Wash., August 1, 1921.

Thomas Burns, No. 831, a native of Ireland, age 52. Died at San Francisco, Calif., August 2, 1921.

Peter Olsson, No. 570, a native of Sweden, age 60. Died at Palo Alto, Calif., August 7, 1921.

Children enjoying the benefit of school and the pleasure of the playground instead of the drudgery of the mill and factory is part of the progress made by the union label.

News from the Atlantic Coast

A CASE OF SALVAGE

In forwarding the following copy of an opinion handed down July 29, 1921, by Judge John C. Knox, U. S. District Judge, New York, Attorney Arthur Lavenburg states:

"This is a great victory for all merchant seamen. The Standard Oil Company declined to recognize the crew's claim for salvage, because both vessels were owned by the Standard Oil Company, and secondly, because the company's representative directed the master to render the salvage services and consequently it was not voluntary on behalf of the crew. Judge Knox quickly disposed of these two contentions as being without merit and decided the case in favor of the crew."

United States District Court, Southern District of New York. Karl Karlsson et al., libelants, against Standard Oil Company of New York, respondent. Arthur Lavenburg for libelants, Courtland Palmer for respondent. J. D. Knox:

The answer herein admits that the S. S. "Socony" was disabled with a hawser in her propeller, and needed assistance. Request therefor was made by wireless to respondent's representative in Tampico, who directed the master of the "Comet" to render the necessary assistance. This she did by proceeding a distance of one hundred miles to the location of the "Socony." Here the "Comet" shot the "Secony" a line and, after three attempts, a wire hawser was made fast to the "Socony" and she was towed by the "Comet" into Tampico.

It is doubtless true that whether a particular service is one of towage or salvage involves a question of fact. In view, however, of the admissions in the answer, there seems to be no doubt that the "Socony" was in distress and required assistance in order to reach her destination or a place of safety. This, I think, amounts to salvage. The service may have been of a low order, but, nevertheless, it was not required as an existing duty resting upon the crew of the "Comet." I think, too, it may safely be said that a disabled and helpless vessel off the Mexican coast was in some peril.

The circumstances that both the "Comet" and the "Socony" were owned by respondent is of no consequence in view of the Salvage Act of August 1, 1912.

Libelant's exceptions to respondent's answer are sustained.

JOHN C. KNOX,
U. S. District Judge.

July 29, 1921

HOPE AND FAITH

"The sentence imposed upon you men by this Court shall be served in the State Prison at Thomaston, Maine." Thus were the words of Judge Sanborn. And the next stage in this tragedy is the gray, stern-looking building upon the shores of Maine, where one may, from the upper windows, catch a glimpse of the ocean, smiling unceasingly, eternally breaking on the cliffs year out and year in, and beyond that the horizon and a sail now and then. That's the view our Comrades Andrade and Clausen and six others have been granted for their activities during the recent strike. To watch the ocean rising and falling for several years, the ocean they have sailed upon with hope in their heart, to watch the ships pass by, the ships they have manned and the ships upon which they have tried, oh, so hard, to make life bearable for all of us.

But the boys are not whining, not complaining of their fate; no, they are cheerfully bearing the restraint and the hardships which a prison sentence from two to eleven years must necessarily carry with it. Why are they full of hope, why do they smile in spite of it all? Because they have confidence in you, comrades; because they believe that some day when they are free men again that they may find a stronger and better organization than ever. Are they justified in that? Is their only hope going to be shattered? Personally, I don't believe it. I know that we will come back stronger and cleaner than we ever have been. All that it requires is confidence and faith, because the cornerstone of every venture in life is hope and faith.

Hard knocks should not weaken us, the waves of mistrust and dissatisfaction should not wash us away. Let us unite again to meet the common foe.

For the sake of those that have made the supreme sacrifice, for the sake of those that are languishing behind prison walls, let us get together and clear the decks for a brighter and better day, and when the gates of Thomaston prison open for our comrades let us have a union that will make them proud to belong to. Let us have a brotherhood of the sea that will cause them to think that their sacrifice has not been in vain. In the meantime the waves will wash the cliffs and I can hear them murmur: "Success lays in unity."

CHARLES MARTELL,
Providence, R. I.

BRITISH SHIPPING SUBSIDIES

An interesting discussion appears in the shipping journal, Fairplay, of June 9, on the policy of the British Government in respect to granting subsidies to British shipping companies. The question is taken up at considerable length and the history of steamship subsidies given.

Two instances of subsidies to passenger vessels are mentioned. The first is the subsidy granted to Sir Alfred Jones for running a line of steamers to Jamaica, principally for carrying bananas. The subsidy granted is said to have been £40,000 a year, and was granted for ten years, from 1901 to 1911. At the end of that time the shipping company is reported to have had a debit balance of £216,000.

The second instance was the subsidy granted to the Cunard Steamship Company, on the advice of the Admiralty, with a view to securing merchant cruisers of greater speed and larger radius of action and capable of carrying the desired caliber of guns. A committee, appointed on the Admirality's recommendation, reported as to the estimated cost of building such vessels.

As a result of this report the "Mauretania" and "Lusitania" were built under an agreement dated July 30, 1903. They were to be capable of maintaining a minimum ocean speed of twenty-four to twenty-five knots in moderate weather. The company was to receive an annual subsidy of £75,000 for each steamer. It was also provided that a sum equal to the cost to the company of the two steamers, but not to exceed £2,600,000, should be loaned to the company at 2¾ per cent per annum, repayable at the rate of 5 per cent per annum. The company was to provide mail rooms and sorting rooms and to carry the mails at a cost of £68,000 per annum, but quantities of mails exceeding one hundred tons per week were to be paid for at the rate of 26s. 3d. per ton, or the current rate of freight. It is declared that these two vessels cost nearly £4,000,000 instead of the estimated £2,600,000, and that the difference was paid by the Cunard Line. The article states that no other payments "are made by the British Government in respect of auxiliary cruisers, these payments having been dropped nearly twenty years ago."

In contrast to the subsidies paid for fast merchant cruisers are the amounts paid for the carriage of mails. Mail contracts are given to the lowest bidder. The P. & O. Steamship Company is stated to receive the largest sums for the carriage of mails. The chairman of the Royal Mail Steam Packet Company, at the annual meeting of that company recently, mentioned that his company had conducted the mail service to the West Indies at an annual loss of about £50,000 and had decided to discontinue the service.

AMERICAN SHIPS INCREASE

A tonnage increase of more than 131 per cent in documented American merchant shipping since the beginning of the war is shown by an official statement recently released by the Bureau of Navigation of the Department of Commerce.

The total documented American merchant shipping at the close of the fiscal year on June 30, 1921, was 28,500 vessels of 18,350,000 gross tons, as compared with 28,183 vessels of 16,324,024 gross tons in 1920 and 26,943 vessels of 7,928,688 gross tons in 1914, the statement said, adding that final returns from collectors of customs not due for several weeks probably will not alter the 1921 total more than 35,000 tons, involving only small vessels.

Seagoing vessels of 500 gross tons or over numbered 3723 of 13,234,401 gross tons, of which 238 of 1,271,079 gross tons are ocean passenger steamers. The United States Shipping Board owns 1798 ships of 7,993,771 gross tons. The Great Lakes tonnage aggregates 2850 vessels of 2,625,000 gross tons, and the remainder con-

sists of seagoing vessels under 500 tons, river steamers and smaller miscellaneous craft.

Vessels of 500 tons or over registered for foreign trade numbered 2559 of 10,620,717 gross tons, of which 2272 were steamers aggregating 10,244,746 gross tons.

The total increase in the American merchant marine during the year was a trifle over 2,020,000 gross tons, of which 1,090,643 gross tons were Shipping Board ships.

For comparison, the tonnage of ships of 100 gross tons or over of the United Kingdom on June 30, 1920, aggregated 8561 of 18,330,424 gross tons, according to Lloyd's Register; the totals for June, 1921, are not yet available.

VIEWS FROM ABERDEEN

Editor SEAMEN'S JOURNAL:—I venture upon a few remarks on our system of organization, hoping it may reach my comrades through the medium of the SEAMEN'S JOURNAL. With all due respect to our venerable president, whose integrity in our cause can never be doubted, we have been defeated but not disorganized, therefore winning morally. But, surely, we have been taught that our effective powers are not what they should be. Let us try and analyze the forms of organization and find the distinctive merits appertaining to the methods as used by organized labor. First, let us take "craft unionism," which means a body of workers engaged on a particular class of work, i. e., a "craft." That particular body of men is organized for the purpose of safeguarding their interests in times of industrial turmoil. Then let us see the effective power of such a form of organization in case of a strike, or as in our own case. We can call a strike, if necessary, or arbitrate with the employers, but we have no direct influence outside of our own organization. We may be affiliated with other craft organizations who come out in sympathy with us, but that is optional with them, as affiliating with other organizations entails no obligation to strike.

"Craft unionism" is an old, antiquated form of organization. It was the first attempt of labor to secure protection and recognition from their employers, and was practical in the day of the craftsmen. In the day of the craft workers they completed a commodity in the whole; therein lay their strength in a dispute. Machinery was in its infancy, thereby making the craftsmen an absolute necessity in the production of articles. But the craft worker can no longer depend on his individuality; with the advent of machinery we have parts of an article made in many different places and the finished article turned out, sometimes in a different country. With the passing of craftsmen, labor had to look for a new weapon by which to enforce their rights.

So the craft union must be laid on the shelf and a system of co-operative organization brought into being.

But the majority of us who have traveled the world have seen the effectiveness of co-operative organization in various countries, and there is no doubt but that it is performing the functions of effectiveness wherever its power is judiciously used. The present lockout has taught us that lack of co-operation has been to our detriment, and it is surely not wise or practical for us to have a repetition of the same. We have the injunction abuse to contend with, which prohibits us from going near our employment and lessening our offensive power. Whereas, if we had a federated organization based on the co-operative system and used our power in conjunction with our directly connected workers, so that if a dispute involved one party it would compel all the co-operative workers to come to a standstill until a remedy or understanding was reached, we would be more successful.

I hope my views will not be considered too radical as they are given with the best wishes of preserving our faith in the future. "Tomorrow is also a day." I conclude with wishes for greater solidarity and closer co-operation with our fellow transport workers.

G. J. BIRNIE (3062),
Aberdeen, Wash.

LABOR MUST LEAD

There can be no question but that to organized labor falls the mission of leading in the great movement of guarding the human and civil rights of all the workers —the right to organize, to cease work, to dispose of patronage, to bargain collectively with employers, to speak freely, to peacefully assemble, and to petition the Government for redress of grievances.

There are no other means than organized labor by which labor may make known its needs, its aims or its purposes. Without this voice to speak for it, it is beyond the power of man to conceive what the present condition of labor would be, or what the condition of the country would be were the plans of the general run of labor-haters put into practice.

This thought in the minds of stout-hearted and far-seeing men and women of the labor movement moves them to greater activity in their endeavor to impress the truth upon the people.

This thought, on the other hand, inspires the weak to look with hope to this labor movement to stay the hand of the strong, which they feel will oppress them unless a force from their own ranks rises up in their defense.

This fear of oppression is historically sound. The strong have always crushed the weak. The strong instituted serfdom, they established slavery, they imposed long hours of labor, they paid low wages, they founded the "pluck-me" company stores, they exploited the labor of children, they robbed the women workers in the factories, they have done everything that could be done to oppress the weak.

Organized labor has come to their rescue and has remained on guard in the life-saving station. It has sponsored nearly every law on the statute books of nearly every State to protect the weak against being preyed upon by the strong.

Organized labor is true to its historical mission. The men and women of labor know that the safety of the toilers for today, and their hopes of liberty for the future, are centered in the organized labor movement of our country. Its highest expectations can be realized, and its great trust can be discharged through the co-operation of all the workers.

The logic of the industrial situation should impel every trade unionist, every representative of organized effort of the workers, to use all the powers with which nature has gifted him or her to unite the forces of labor in a solid phalanx, not only to repel attacks directed against the labor movement, but to march steadily forward to the attainment of the rights to which the workers are entitled.—Machinists' News Letter.

COAL STRIKE SETTLEMENT

According to a recent report prepared by European Division, Bureau of Foreign and Domestic Commerce, the following are the main points of agreement in the settlement of the British coal strike:

National and district wage board to be established, with equal representation of both sides and independent chairmen.

District wages to be in the form of a percentage upon the district basis rates, periodically adjusted, and determined by the proceeds of the industry in each district, ascertained after joint audit.

Wages above the standard to amount to a sum equal to 83 per cent of the proceeds, after allowance for standard wages, for other costs of production, and for 17 per cent of the aggregate standard wages to be devoted to standard profits.

A subsistence wage for low-paid day workers, to be decided by the district wages board, or, failing agreement, by the independent chairman.

Standard wage to be the basis rates existing in each district on March 31 last, plus district percentages payable in July, 1914, or equivalents necessitated by subsequent adjustments.

The minimum rate will be the standard wage plus 20 per cent.

Items of cost are to be decided by the national board, or, failing agreement by July 31, by the independent chairman.

Life of Agreement

The Government will give a grant not exceeding £10,000,000 in subvention of wages.

Wages up to August 31 to be based on the results of July, and for September to be based on the results of July.

During the temporary period of three months the costs of production will be based on the average of the first quarter of the year. The reductions during this period are not to exceed 2s. per shift in July, 2s. 6d. in August, and 3s. in September, provided the balance of the Government grant is sufficient.

The agreement is to last until September, 1922, and afterwards only to be terminated by three months' notice on either side.

The coal fields are to be divided into thirteen districts for the purpose of the agreement.

Especial interest attaches to that part of the agreement wherein the principle of "profit sharing" is officially adopted. Many private enterprises in Great Britain have applied this principle, but its adoption in the settlement of the coal strike is perhaps the first instance in which it was officially recognized.

WASHINGTON LETTER

(By Laurence Todd)

Protest Against Peonage

President Wright and Treasurer Chilton of the Honolulu Central Labor Union appeared before the House Committee on Immigration today, under instructions from their organization which sent them here to protest against the Kalanianiaole resolution, which would authorize President Harding and Secretary of Labor Davis to admit fifty thousand Chinese coolies into Hawaii to break the standards of living of the plantation workers.

The sinister meaning of this move to bring indentured coolies into one of the American territories was disclosed in the testimony of Oxnard, the beet sugar magnate, and Rogers of Louisiana, spokesman for the cane sugar interests. They said that while they did not favor the admittance of Chinese cheap labor into Hawaii for the benefit of the Hawaiian sugar companies, yet if such a favor were granted they would insist upon the admittance of coolie labor into the continental United States as well. Anything less would be a discrimination against the American sugar producers.

Discussing the situation before a conference of legislative agents at A. F. of L. headquarters, Wright said that no union mechanic in Hawaii can remain there if he gives offense to the sugar barons. Five or ten men, through interlocking directorates, control the industry and safeguard themselves against organized labor by the exercise of autocratic power.

"This scheme for bringing in the Chinese will simply drive out the skilled American workers," he said. "It will leave the Japanese in control of skilled and semi-skilled work, and the Chinese in control of common labor. The Territory will be completely Orientalized. We have a great deal of unemployment there now—about as many men are out of work as the number of coolies the sugar companies claim they need to carry on their industry."

Internal Strife

Cornelius Foley, second vice-president of the Journeymen Barbers' International Union, announces that he has been "sacked" as an organizer for the Barbers, his job terminating on July 16. In a supplementary report to his union upon the recent Denver convention he says:

"I feel that I was representing the wishes of at least some of the membership of the organization by voting in favor of John Lewis and against Samuel Gompers for president, by voting for a referendum to be taken by the people prior to a declaration of war, and talking in support of a boycott resolution on English products and commodities until such time as the British Government recognizes the Irish Republic. * * *

"This is not the first time that I have voted against the other delegates from our organization. In Buffalo, in 1917, I was one of the thirteen who opposed the endorsement of the Alliance for Labor and Democracy. My contention then was that capitalism was only using labor to pull its chestnuts out of the fire. I feel that the days of 'open shoppers' are now making is a vindication of my position at Buffalo. I further feel that as one of the seven opposing the endorsement of the League of Nations at Atlantic City in 1919 I have been vindicated by the vote of the people in the last election.

"A discussion by the membership, through the columns of our JOURNAL on the position taken by the various delegates to the Denver convention would be interesting and instructive and should be encouraged."

Profiteers Still Hungry

Our old friend, James A. Emery of Mulhall scandal notoriety, turns up again as an adviser on taxation. His official audience this time is Herbert Hoover, Secretary of Commerce. After the House Ways and Means Committee has decided that no proposal for a sales tax would be considered, and no hearings dealing with the sales tax be permitted, Mr. Hoover holds a little tax-hearing of his own, and "representatives of leading business associations" tell him what's what. They say that "special taxes on particular industries are upsetting business, preventing normal consumption and retarding the return to stable conditions." Emery argued that a "non-discriminatory sales tax, properly administered," would suit the business men. Organized labor is opposed to any sales tax, and insists upon the retention of the excess-profits tax and the higher surtaxes on big private incomes. It also favors a 1 per cent tax on land values.

Should Be Released

Release of Eugene V. Debs and the other political prisoners is once more hinted at, both by President Harding and by his political advisers. The Socialist Party Amnesty Committee, which was accompanied to the White House on Wednesday by William H. Johnston of the Machinists, Basil M. Manly and Norman Hapgood, found the President in a sympathetic mood. Samuel Gompers, who talked with the President afterward, was likewise impressed with the apparent desire of Mr. Harding to show the quality of mercy to the veteran leader of American working-class radicalism. Just what is holding up action at this time, except the natural tendency of a politician to let things drift, is a matter for speculation. The committee came away with strong hopes of seeing Debs and his associates released within a few weeks.

Unemployment and the possible appropriation of public funds for the construction of public works to relieve the pressing need for work in any parts of the country was discussed between Mr. Gompers and Mr. Harding. The President, while always willing to let it be understood that organized labor has no special influence with him, is still not so blind as to refuse to meet the head of the organized labor movement. They have had a number of talks recently and nobody need be surprised if Mr. Harding comes to encourage these calls. His position at the capitol daily becomes more unfavorable; his taxation schemes are under fire quite as destructive of political strength as was the attack on the Payne Aldrich tariff measure in the Taft administration. He may soon find it advisable to get an understanding with labor.

How far Harding has gone in his program of "deflating" the farmers and wage-workers of the country is disclosed in the sudden order issued to kill the Norris Bill providing a fund of $100,000,000 to enable the Government to export American farm products and to arrange $1,000,000,000 of credit to enable the farmers to trade directly with the buyers in Europe. This bill would have moved a vast quantity of crops to a good market, without paying tribute to bankers and speculators at home, and would have enabled the farmers to buy hundreds of millions of dollars worth of manufactured goods at home, thereby relieving unemployment.

Harding, under the advice of Secretary Mellon and the bankers, gave the word to kill this measure and substitute a bill fathered by Kellogg of Minnesota, the railroad lawyer, which would provide for loans to American bankers, who in turn would make loans to farmers. It would prevent the escape of a penny of interest or a penny of profit from the ready hands of the bankers and grain-gamblers. It would prevent the farmers from recovering their market, and the industries from feeling immediate benefit from the farmers' improvement.

Senator Norris made a remarkable speech, explaining the trickery and robbery of the people in the Kellogg bill, and how it was born without legitimate parentage, delivered in secret and protected by Hoover, Mellon, Harding, Kellogg and other men identified with the enemies of the great producing classes of the country. Heaping ridicule on the choice of Kellogg to bring in a bill for the solution of the farm credits situation, Norris said:

"He was a horny-fisted son of the soil. He was a scientific farmer, with a large library of farming books. In his library you would find 'Washburn On Real Property'—all farmers have real property; 'Parsons On Contracts'—all farmers make contracts; 'Bishop's Criminal Law'—all farmers are liable to commit crimes. Then, probably, you would find a morocco-bound volume entitled 'The Relation of Golf to Chicken Raising,' and 'Hoyle On Other Games.' So, the Senator from Minnesota was chosen to be the godfather to this child."

Congress is drifting through the summer without having enacted even the Sheppard-Towner maternity and infancy bill, which all the organized women of the country have demanded. It has failed to make real progress toward reclassifying the army of Federal employes, to bring the salaries into some sane relation to the work performed. It has done nothing with the Nolan minimum wage bill.

Perhaps the best that can be said for this National Legislature is that it has failed to enact into law any more sedition bills or legal kidnapping schemes, or anti-strike measures.

Figures, quoted from Shipping and Engineering, show that during the year 1920 the vessels entering and clearing from Chinese ports numbered 210,609 of 104,266,695 tons. The following are the percentages of tonnage under the various flags: British, 38.67; Japanese, 27.04; Chinese, 26.52; United States, 4.52; all other countries, 3.25.

The trade union is the prime conservator of individual liberty, as distinguished from the political club, the conservator of public liberty.

SEEKING THE FACTS

(Continued from Page 3)

control of the organizations. The struggle has already begun on the Atlantic Coast, and is threatened on the Pacific Coast. When the leaders, to whose "patriotism and sound leadership" Mr. Bass paid such a high compliment, are unable to secure from the United States Shipping Board either recognition for their union, or reasonable working conditions for the men, a state of feeling is created on the part of the men of which the irresponsible and turbulent element among them is quick to take advantage. If our bitterest enemies had dictated the labor policy of the Shipping Board during the present controversy with the men, the board could not have done more than it has done to drive American seamen from our ships, thus nullifying our efforts to maintain a truly American Merchant Marine.

As far as I have been able to find, it appears that at the close of the year 1913, shortly before the seaman's law was passed, less than 7 per cent of the crews, exclusive of officers, on our merchant ships was made up of native Americans. The reason for this is plain. The American would not live and work under the conditions of service which obtained on board our ships. All this was changed in a few years by the passage of the seaman's law. Though this law has never been properly enforced, and has been constantly under fire by those concerns in this country and abroad who are interested in getting the cheapest possible sea labor, nevertheless it has worked a transformation in the personnel of American seamen. The best estimates I have been able to get indicate that just prior to May 1 of this year, when the ill-advised conduct of the Shipping Board precipitated the trouble with the men, there was in excess of 50 per cent of native Americans in the crews sailing under the American flag. In addition to this there was a very considerable number of naturalized Americans in these crews. The war probably added somewhat to these numbers, but the other opportunities for service to the country were so numerous the young American would never have been attracted to the seaman's life on board our ships, except for the seaman's law that made it a decent and responsible occupation. For several years, also, prior to May 1 we had followed the English plan, and established contractual relations between the seamen's organizations and the shipowners and this had brought about a large measure of cooperation between the owners and the organizations of the men. All this is now changed, and changed primarily as a result of the activities of the Shipping Board.

In Great Britain the National Maritime Board, organized during the war to adjust maritime labor disputes, is still continued in successful operation. The National Sailors' and Firemen's Union of Great Britain and Ireland, which is the great seamen's union of Great Britain, is officially recognized and dealt with, and is working in perfect harmony with the shipowners. A reduction in the seamen's pay has been agreed upon between the British unions and the shipowners, and for approximately the same percentages of decrease the seamen were willing to accept in this country, but otherwise the conditions are unchanged. Great Britain is not making war upon her seamen's organizations, as the Shipping Board and private owners are doing in this country, but is strengthening her unions in every way, thus making British labor feel its importance and responsibility in maintaining Great Britain's Merchant Marine.

The same leadership, which Mr. Bass extolled so highly in the report from which I have read, was available to the United States Shipping Board in peace as well as in war. That leadership was just as patriotic in peace as in war, and its supreme desire was to see American ships manned by American seamen under working conditions which made the seamen's calling an honorable one in which the best class of American labor might be enlisted. Accordingly, the unions asked that preference be given to the American citizen in obtaining sea employment. This was denied. It asked that the men might have, as previously, the help of the regular representative of the union when the men were paid off and signed on.

This was denied. The three watches or eight-hour day was withdrawn by the shipowners. Subsistence allowances were reduced, and, in fact, everything done which could be done to restore the old régime on board our ships. Plainly, it was felt by the shipowners that the present dull period of shipping presented an excellent opportunity to enforce hard conditions on the men. The seamen's organizations in this country are anxious to co-operate with the shipowner and with the Government as heretofore to maintain the American Merchant Marine. They have established schools at their own expense to increase the skill and efficiency of the men. When all attempts to reach an understanding with the private owners and the Shipping Board had failed, they proposed to leave the entire question and all questions involved with President Harding, and to abide by his decision. But the forces, whatever they were, that were determined to bring on a crucial contest between the men and the shipowners of this country, were too strong to be resisted. The lockout was put into effect, and we find our sea labor today disorganized, dissatisfied, and rebellious. The conditions exist which every enemy of the American Merchant Marine desires to have exist.

But I believe it is not too late to change the labor policy of the Shipping Board. Whatever the Shipping Board does, the private owner must do. I think I have shown that the men made every reasonable effort to come to terms with the Board. Their efforts were unavailing, because the Shipping Board followed the reactionary labor policies of a generation ago and refused to follow in this respect the enlightened policy of Great Britain, or to learn from our own experience during the last few years. It is simply robbing the people of this country to continue appropriating hundreds of millions of dollars for the use of the Shipping Board if it is committed to a labor policy that spells disaster to our Merchant Marine.

In my discussion so far I have dealt simply with the labor question as it is involved in building up and maintaining our Merchant Marine. I have not touched upon, directly at least, the charge that British influences are shaping the shipping policies of our Merchant Marine. I hope to take up that question at an early date in connection with my resolution for an investigation. We do not know, we cannot know without an investigation, the extent to which British influences and propaganda are interfering with our efforts to build up and maintain a Merchant Marine. I hope, however, when I get the opportunity to discuss that matter, to lay before the Senate certain facts which will demand the most serious attention of every Senator and every person who is a friend of the American Merchant Marine.

WEEKLY NEWS LETTER.

(Continued from Page 5)

released. While in the Colorado jail he made regular reports to the detective agency.

Progress in South

Despite reactionary sentiment that affects the State of Louisiana as well as all others, trade unionists made gains at the recent constitutional convention. The workers failed to take from the Constitution the section which provides that it shall be the duty of the Legislature to pass arbitration laws. An amendment was secured, however, that such laws shall provide for arbitration with the consent of both parties. One of the strongest advocates of the compulsory feature was Senator Johnson of Bogalusa, where several unionists were recently murdered by lumber baron thugs.

The convention defeated a resolution that would prohibit the State from engaging in compensation or other insurance. The recall adopted provides that 15 per cent of the voters at the last selection may initiate recall proceedings against a State official.

The increase in the pilferage of goods in transit in the United Kingdom has led to the invention of a special packing case which is said to be pilfer-proof. Among other advantages claimed for it are:

1. The additional cost of construction is small.
2. It is 100 per cent stronger than ordinary cases.
3. As no battens are employed, the shipping measurements are not increased, consequently a saving in freight is effected.

At a demonstration before the London Chamber of Commerce a sample case is said to have "resisted all efforts to get into it for twenty minutes, and could not be reclosed without leaving very clear signs of its having been forced."

The union label transforms the women and children of the working class into towers of strength. Without it they are often elements of weakness in the struggle for bread.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
H. ESKIN, Secretary
HOBOKEN, N. J. ..... 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
NEW HAVEN, Conn ..... 13½ Collis Street

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SAILORS' UNION OF THE GREAT LAKES
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CHICAGO, Ill. ..... 355 North Clark Street
K. B. NOLAN, Secretary
THOS. A. HANSON, Treasurer
Phone State 5175
BUFFALO, N. Y. ..... GEORGE HANSEN, Agent
55 Main Street. Phone Seneca 5588
CLEVELAND, O. ..... E. J. SULLIVAN, Agent
1501 Columbus Road
MILWAUKEE, Wis. ..... CHAS. BRADHERING, Agent
162 Reed Street. Phone South 598
DETROIT, Mich. ..... WM. DONNELLY, Agent
410 Shelby Street. Phone Cherry 342
ASHTABULA HARBOR, O. ..... J. W. ELLISON, Agent
74 Bridge Street
NORTH TONAWANDA, N. Y. ..... Agent
122½ Main Street. Phone 890
CONNEAUT, O. ..... Agent
992 Day Street
TOLEDO, Ohio ..... S. R. DYE, Agent
618 Front Street
SOUTH CHICAGO, Ill. ..... Agent
3308 East Ninety-second Street
SUPERIOR, Wis. ..... WM. EDGEWORTH, Agent
724 Tower Avenue

MARINE FIREMEN, OILERS, WATERTENDERS AND COAL PASSERS' UNION OF THE GREAT LAKES
Headquarters:
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THOS. CONWAY, Secretary
ED. HICKS, Treasurer
Phone Seneca 48
CLEVELAND, O. ..... 819 Superior Avenue
Phone Main 866
MILWAUKEE, Wis. ..... 162 Reed Street
Phone South 598
DETROIT, Mich. ..... 410 Shelby Street
Phone Cadillac 543
CHICAGO, Ill. ..... 332 N. Michigan Avenue
Phone Central 8460
NORTH TONAWANDA, N. Y. ..... 122½ Main Street
Phone 890 P. J.

MARINE COOKS AND STEWARDS' UNION
Headquarters:
BUFFALO, N. Y. ..... 35 West Eagle Street
J. M. SECORD, Secretary
Telephone Seneca 896
CHICAGO, Ill. ..... 355 N. Clark Street
CLEVELAND, O. ..... 308 West Superior Avenue
MILWAUKEE, Wis. ..... 162 Reed Street
ASHTABULA HARBOR, O. ..... 74 Bridge Street
SOUTH CHICAGO, Ill. ..... 3308 E. 92nd Street
CONNEAUT HARBOR, O. ..... 992 Day Street
TOLEDO, O. ..... 618 Front Street
NORTH TONAWANDA, N. Y. ..... 122½ Main Street

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SEATTLE, Wash. ..... 84 Seneca St., P. O. Box 65
ABERDEEN, Wash. ..... P. O. Box 280
PORTLAND, Ore. ..... 88½ Third Street
SAN PEDRO, Cal. ..... P. O. Box 67
HONOLULU, H. T. ..... P. O. Box 814

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PORTLAND, Ore. ..... Room 21, Ainsworth Building
SAN PEDRO, Cal. ..... 613 Beacon St., P. O. Box 574

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Headquarters:
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SEATTLE, Wash. ..... Room 203, Grand Trunk Dock
P. O. Box 214
PORTLAND, Ore. ..... 68 Third Street
SAN PEDRO, Cal. ..... P. O. Box 54

ALASKA FISHERMEN'S UNION
Headquarters:
SAN FRANCISCO, Cal. ..... 49 Clay Street
SEATTLE, Wash. ..... 84 Seneca St., P. O. Box 42
ASTORIA, Ore. ..... P. O. Box 133

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC
Headquarters:
SEATTLE, Wash. ..... 84 Seneca Street
PRINCE RUPERT (B. C.), Canada ..... P. O. Box 1675
KETCHIKAN, Alaska ..... P. O. Box 201

UNITED FISHERMEN OF THE PACIFIC
ASTORIA, Ore. ..... P. O. Box 133

FERRYBOATMEN'S UNION
C. W. DEAL, Secretary
SAN FRANCISCO, Cal. ..... 166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Dock Street, Bellingham, Washington

Labor News

Striking textile workers in the State of North Carolina are resisting wage cuts that would reduce rates below pre-war standards.

At St. Louis, Mo., electrical workers employed on inside work are back on the job after defeating an attempted wage reduction.

Several large printing plants operating in Winnipeg have broken away from the anti-labor combine and conceded the forty-four-hour week to their employes.

There is considerable unemployment in the moving picture industry at Los Angeles. Deflation has struck several magnates, wages have been reduced, and the workday lengthened.

The current issue of American Pressmen prints reports from a score of localities where affiliates of the International Printing Pressmen and Assistants' Union secured betterments.

A wage reduction affecting 12,000 employees of the General Electric Company's plant at Lynn, Mass., has been announced. The cut will vary in amount with the several classes of employees.

Sixteen hundred shipyard workers went on strike last week at the yards of the Merchant Shipbuilding Corporation, Chester, Pa., in protest against a reduction in wages. Riveters, reamers, fitter-ups and drillers were affected.

Over four hundred leaders in the strike of shipyard workers at Kobe, Japan, have been arrested and the end is not yet in sight. The strikers demand dismissal of all strike-breakers in the yards and state they are resolved to fight to the last.

Twenty-one Japanese, many of them prominent, were indicted at Honolulu recently on charges of criminal conspiracy in connection with violence incident to the strike of sugar plantation workers last year.

Unemployment of 150,000 coal miners daily, with many thousand others idle much of the time, is reported by officers of the United Mine Workers of America, who assert the idleness is due to the lack of a market for coal.

Members of building trades unions under jurisdiction of the San Francisco council, thirty of whom are employed on the new Federal building at Honolulu, have not yet received a strike call from San Francisco. After a conference with the men, H. Winsley, superintendent of construction, said there were no labor difficulties at Honolulu.

The charter of the International Union of Fruit and Vegetable Workers of North America has been forwarded by the A. F. of L. and received at Fresno. The union was launched by representatives of thirty-seven local unions, chartered directly by the A. F. of L. The members of the organization are mainly migratory workers, who move with the season up and down the Pacific Coast.

Newspapers of Philadelphia, Pa., state that "it is reported in financial circles" that the Pennsylvania Railroad will ignore the Railroad Labor Board's blast against the railroad's company "union." It is stated that the railroad will continue its present policy of open defiance of the Transportation Act. Under the law, the Railroad Labor Board can not force employes or employers to obey its mandates.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Einar
Erikson, Lars
Ekengren, Olaf
Erikson, Nils
Eklung, Victor
Edvordsen, John
Elsted, John
Edvords, Louis

Forbes, Frank M.
Fugman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
Grau, Axel
Graudin, Ed.
Gulliksen, Amandus
Gangsrod, Karl
Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Halley, Wm.
Hagen, Harald
Healey, Geo. S.
Halvorsen, Karl
Hansen, Martin
Holmen, K.
Harper, Earl
Hoed, Hans
Heggum, Louis
Harms, F.
Hefling, Jack
Halmin, Wm.
Hahnqvist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
Jansen, R.
Johnson, Dick
Janson, John
Johnson, Elias
Jenson, James
Johanson, Matt
Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
Jorgensen, Fred
Johnsen, Ludvig
Johansen, Arthur H.
Jacobson, M.
Johnson, Ed. -2294
Johanson, Olof K.
Johnson, G. A.
Jacobson, Torgils
Johanson, Henrik
Johnson, Alex
Jensen, Wilhard, E.
Johansen, Carl
Jones, A. H.
Johnson, Gust

Kallo, K.
Karlson, G. A. -1190
Krastin, J.
Kragstad, A. E.
Hoppen, Oluf
Kristiansen, Aarnt
Knudsen, Andrea
Kilkeary, Frank C.
Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Laskinen, Fred
Livingstone, Ed
Larson, Rudolf
Lucy, James
Lichtenberg, Ben
Lauritsen, P. E.
Ljungstrom, Oscar
Lee, L.
Larsen, Emanuel
Larsen, E. -1345
Lauritsen, P. E.
Leeween, A. W.
Landlung, Chas.
Lauritsen, Jack
Larson, A.
Lawersen, L.
Lieson, Wm.
Lynum, A. M.
Lutton, Theod
Lyngues, Chr.
Lund, Eric

Milliard, Frank
Martinsen, Ingvald
Macleod, Alex
Molder, John
Monroe, N. S.
Mengert, Fred
Moore, Thos.
Marigaard, H.
Nilsson, N. J.
Nilson, A. H.
Nolan, Janus
Nelson, Swan
Nilson, Carl -302
Nurse, A. L.
Nilson, Adolf
Nergaard, H.
Michalson, Harald
Musch, Chas.
Mann, Albert
McPherson, James
McLean, Angus
McIntyre, L.
McCoy, J. L.
McMullen, J.
Nelsen, Peter
Nelsen, Ross
Neelsen, H. J.
Newland, Ernest
Nyhagen, Julius
Nicholsen, Ben
Nurken, Herman
Nelsen, A. B.
Nelson, Werner
Nelson, P. A.
Nilsen, Harald
Nahinan, F.
Nilsen, N. P.

Ovist, John
Osterberg, C. V.
Optedal, Caspar
Olsen, John H.
Owens, J. W.
Ogga, Ed

Pendville, N.
Pedersen, J. M.
Petersen, Bjarm
Parker, Bert
Pederson, C. E. -1286
Pedersen, Herman
Pedersen, Emil F.
Pabus, Laas
Pedersen, Ole
Pedersen, O. J.
Permin, J. C.
Pedersen, E. P.
Paulsen, O. E.

Quandt, A.

Rasmussen, Chr.
Rod, S.
Rasmussen, Peter
Rebour, Frank
Rorvik, Chas.
Randle, C. W.
Reilley, Ralph
Ross, Herbert
Ronberg, Edvard

Sandin, P.
Sater, P. Pedersen
Skag, Otto
Saderberg, Albin
Scarpa, E.
Stiffler, Roy
Sherrin, E.
Strand, Charley
Skaag, Paul
Shipley, A. M.
Steiner, F.
Stenberg, Hjalmar
Sitts, La Verne
Simonsen, S.
Sandstedt, E. H.
Seyfried, M.
Thorsen, V.
Tasel, John
Torwich, Hans
Tangeros, L.
Thomsen, Peder
Theysen, Arthur
Unwin, H.
Wheeler, G. W.
Welkens, Henry
Wiger, John
Welson, E. W.
Wilson, Walter
Westerlund, Albert
Stetson, Henry
Schrage, P. W.
Schler, T. J.
Schirmbel, Rup
Sarv, H.
Smith, Aug.
Scarlett, J.
Swansen, Axel
Salonen, Ivori
Salmar, K.
Stockburger, C.
Stidham, C. W.
Samuelsen, Hugo
Semberg, John
Swanson, J. -1013
Sandvik, H.
Teneson, J.
Tripplett, C. J.
Thorsen, Hans
Tugmen, Arthur
Thorsen, Hans
Torstinsen, A. J.
Volley, P.
Wold, Stadius
Ward, Wallace
Wahlstrom, Eric
Wallin, A.
Walker, A. A.

SAN FRANCISCO

Alaska Fishermen's Letter List.

Andersen, Ole
Anderson, Hilding
Albertsen, John
Brown, George A.
Carlson, E.
Carlsen, Ernest
Clark, Bruce
Flem, Knut
Graham, R. J.
Harji, Elmer
Hagburg, Gust.
Johansen, F. C.
Johanson, Fritz C.
Jacobsen, Emil
Karlkromoli, Steve
Lauren, William
Larsen, Theodor A.
Miner, J.
Millsson, B. E.
Olsen, Oscar Johan
Smith, R.
Schultz, Walter
Shooba, Nils
Schaffer, Paul
Tonnisen, Peter

Aberdeen, Wash., Letter List.

Anderson, E. F.
Anderson, Olaf -1118
Anderson, John C.
Anderson, Charlie
Albers, George
Barton, M.
Bohm, Aug.
Carman, P.
Fostervold, Kasper
Gustafson, J.
Harris, John T.
Molmberg, Trans.
Johannessen, Alf.
Johannessen, Jonas
Jackson, John
Jesperson, Martin
Lepp, Alex.
Laisel, Harry
Nielson, Chr.
Nielsen, Hans
Newington, Fred
Olsson, Chas.
Pedersen, Wilhelm
Peterson, John
Parker, Arthur
Rengsderf, W.
Rawley, Bruce
Rubens, Chas.
Randle, C. W.
Saro, W.
Smith, C. Johan
Smith, Fred
Smith, Emil
Schant, H.
Tonsfeldt, John
Torjesen, Gunwald
Vejvada, Frank
Vetters, Oscar
Westerberg, Carl
Wilenius, J. T.

Tacoma Letter List.

Andersen, John
Dominguez, Joseph
Fronlund, Oscar
Jarvinen, Oscar
Klingenberg, John
Kurth, Hans
Low, G.
Matson P.
Marvis, John T. -2016.
Magnunon, E. W.
Nelson, Andrew B.
Rengsdorf, W.
Robinson, Lawrence
Recione, Walter Francis
Smith, John
Smith, Carl Johann
Scully John
Thompson, T.

Honolulu Letter List.

Gustafsan, Erik
Lauber, Emil
Lee, Robert
Olsan, Carl W.
Sackett, Norman
Scott Harry T.

INFORMATION WANTED

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Albertsen, J.
Alto, John -1349
Andersen, Harold -1495
Anderson, Harry B.
Anderson, Gunnar
Arakesen, Asak
Anderson, O. G. B.
Anderson, J. N.
Anderson, A. B.
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Announces he has enlarged his offices and will continue to furnish free legal advice to all seafaring men. Inquiries by mail should be brief.

INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Taliac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcus vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic," "Cold Spring vs. Lycoming," Benoni vs. West Hargrave," "West Harcuver vs. Ozaukee," "Western Glen vs. City of Forth Worth." S. B. Axtell, 9 State St., N. Y. 3-29-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Emil Nagard, 2438 Folsom street, San Francisco, California, is anxious to ascertain the whereabouts of his brother, Joseph Louis Nagard, a member of the Marine Firemen's Union of the Pacific, last heard of at San Francisco, January, 1919. 8-3-21

James Kenney of Philadelphia, last seen in Pennarth, Wales, is inquired for by V. McMahon, 96 Plain street, Providence, R. I. 6-1-21

World's Workers

Montreal reports that wages of clerical workers employed by Canadian railways have been ordered reduced $12.24 a month and those of office boys $10.20. About 35,000 workers are affected. The reductions complete the wage re-adjustment program proposed in June. They will remain effective pending final negotiations between the companies and their employees regarding post-war wage and working conditions. Agreement is not expected until late in the fall.

The Mexican government has forbidden immigration of Chinese. This action will make impossible the further smuggling of Chinese into the United States over the Mexican border. It is stated that the practice has been for Chinese to land in Lower California, and then, by smuggling processes, to cross the California border into the United States. Mexico is making great efforts to bring foreign colonists to that country, but is opposed to unrestricted Chinese immigration.

Definite action by the Mexican railway men on a general walkout set for August 1, has been deferred in order to await the reports on the strike vote in outlying districts. It probably will be many days before these results will be known. Government officials reiterated their determination to enforce the wage reduction, which provoked the strike threat, and various railway unions have announced that they will attempt to tie up all Government operated lines if the reduction is made.

The annual meeting of the British Trades Union Congress will be held at Cardiff, Wales, commencing September 5. Resolutions presented refer to the functioning of the triple alliance of miners, railway men and dockers; the repeal of the Emergency Powers Act, a war measure which unionists claim is being used against strikers, and a plan for the congress to take over all trade union colleges. It is also proposed that the congress, through all trade union channels, shall immediately link up with all co-operative societies for the purpose of feeding workers during strike periods. This resolution will have many friends, especially among the miners, because of their favorable experience with the "co-ops." during their recent strike.

Berlin reports improvement in German industry and considerable decrease in unemployment. The textile and clothing industry, the building trades and agriculture called for many laborers during July, leaving the number of jobless at 657,000, as compared with 750,000 a month ago. Labor unions reported unemployment decreased, there being 169 applicants for every one hundred jobs instead of 175, as previously given. In Berlin one-third of those out of work have been jobless for more than six months. The steel and iron market, which experienced an upward trend during June, continues to show improvement. The Upper Silesian iron works, however, have not recovered from the effects of the insurrection. Although the greater part of the material damage has been repaired, the plants have no orders and until peace reaches that district there is not likely to be any great advance in industry.

Domestic and Naval

The Libby, McNeill & Libby salmon cannery at Kenair, Alaska, was recently destroyed by fire with an estimated loss of $300,000. No casualties were reported in the despatches.

The bark "Phyllis" was sold recently in Boston at a United States Marshal sale to the Transit Navigation Corporation of New York. The price bid was $24,300, subject to court action.

All Shipping Board vessels under the management of the American Hawaiian service will be returned to the Shipping Board, according to officials of the Williams, Dimond Company.

With her tanks leaking, the Matson Navigation Company's freighter "Hyades" has been compelled to return to Honolulu. The vessel was 435 miles from Honolulu, bound to San Francisco, when the trouble was discovered. The "Hyades" sailed from Port Allen for San Francisco on July 31 with a valuable cargo of island merchandise.

Shipping Commissioners Quinn, at New York, and Smith D. Reynolds, New Orleans, have been suspended, as announced by Secretary Hoover, as a result of an investigation at all ports of the alleged acceptance by commissioners of fees for entering and clearing vessels. The practice of shipowners of paying usually about five dollars for a service which the Government paid the commissioner to perform was very general, Hoover said, and would be broken up.

The American steamer "Pocahontas," which arrived at Naples on July 4 in a damaged condition, alleged to have been due to the acts of members of her crew, was scheduled to sail for New York last week, but it seemed improbable that she would depart on time. The ship was repaired following her arrival, and debts amounting to a considerable sum were contracted. The creditors asked that the steamer be held in port until their claims were settled.

From the time the first steel steamship was launched in March, 1917, until the last one left the ways in May, 1921, shipbuilding plants in the Portland district built 115 steel steamships of a total deadweight tonnage of 955,200. The first steel vessel to be launched in Portland during the war period was the "War Baron," which left the ways of the Northwest Steel Company March 30, 1917. The last steel vessel to be launched was the "Swiftland," 12,000-ton steel oil tanker, built by the Northwest Bridge and Iron Works, and launched last May.

Charges are to be filed against Captain Sorenson, master of the American barkentine "Rolph," according to advices received by Assistant United States Attorney George B. Finnegan. The Governor of the Panama Canal District asked the United State District Attorney [illegible] Kohlas, a former sailor on the ship [illegible] to San Francisco on the "Westhaven" to appear before the Grand Jury. Kohlas charges Captain Sorenson with cruel and inhuman treatment. Fred Hansen, first mate on the "Rolph," is now a fugitive from justice, the Federal Grand Jury having returned an indictment against him for assaulting sailors on the high seas. He has fled to Europe.

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Deposits	67,792,431.14
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,591,000.00
Employees' Pension Fund	357,157.85

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San Francisco Letter List

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INFORMATION WANTED

Salvage of S. S. "Solano." Those members of the "Claremount" who settled for little or nothing by false representation can communicate with me. I am handling the cases for some of the crew of the "Claremount." S. T. Hogevoll, 600 Pacific Building, San Francisco.
8-10-21

Mrs. Dan Fortune, 49 Reid street, is anxious to ascertain the whereabouts of her son, Dan Fortune, a member of the Marine Firemen's Union of the Atlantic. Anyone knowing his whereabouts will confer a great favor by communicating with his widowed mother. 7-13-21

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash.
4-20-21

Anyone knowing the whereabouts of Joseph Bert Riese, a native of Cleveland, Ohio, last heard of December 1, 1919, in Savannah, Ga., when he shipped on the SS. "West Apaim," please communicate with his mother, Mrs. Joseph Riese, 4120 Bailey avenue, Cleveland, O.
6-29-21

Anyone knowing the whereabouts of Olaf Erling Hendriksen, a native of Norway, age 33, last heard from on the Atlantic Coast, kindly communicate with his brother, Albert Hendriksen, Aalo Post Office, Christiansand, Norway. 6-1-21

In reference to salvage case of S. S. "Queen," the undersigned desires to state that the law is well settled that a seaman is entitled to an award for salvage regardless of the fact that the two vessels belong to the same owner (35 Cyclop, law 738). S. T. Hogevall, Pacific Bldg., San Francisco.

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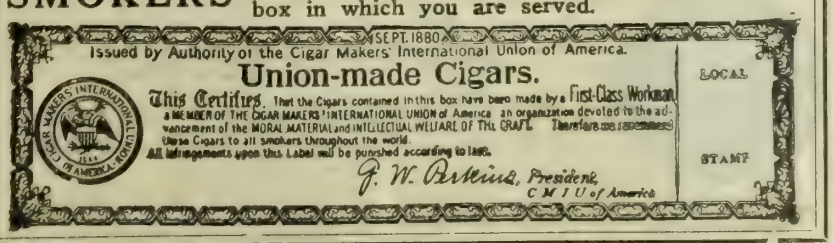

News from Abroad

The allies have warned Greece that an advance on Constantinople by her troops will not be tolerated.

A naval aviators' training station at Kasumigaura, near Tokio, will soon be opened under the direction of the British aviation instructors who recently arrived in Japan.

Recent messages from Riga and Poland state every American prisoner in Russia has been released and are now on their way to the United States.

Twenty Spanish soldiers, the last remnant of the Spanish troops to resist capture of the town of Nador, fifteen miles south of Melilla, were massacred by the Moors after having surrendered.

Fire in the law courts building at Milan recently destroyed records of two thousand cases, including those of the disastrous explosions in the Diana theater, which cost more than a score of lives.

The postoffice building at Bari, in Southeastern Italy on the Adriatic, collapsed recently as a result of an earth tremor, and many bodies have been recovered from the ruins. Others are reported to have been killed in the disaster, and many injured.

Another political crisis in which soldiers are playing an important part has arisen in Lisbon, Portugal. A dispatch from Vigo, Spain, said all the Lisbon garrison was called out and picketed the streets and placed guns in the principal thoroughfares and squares.

Telegraph connections between Sweden and Soviet Russia will be reopened shortly, according to the chief of the Swedish telegraph department. The Great Northern Telegraph Company, which owns cables and stations in Russia, is making extensive repairs, which are expected to be completed before October 1.

The reply of Haiti to the list of questions regarding the white slave traffic sent to all members of the league was to the effect that such a thing as "white slavery" was unknown on that island, had never existed there, and consequently Haitian officials had nothing to offer in reply to the questions.

The Australian Government has withdrawn from the scheme of empire communications adopted by the wireless committee of the imperial conference, but has promised to cooperate with the other dominions in carrying out the plan which has been adopted by the committee to facilitate communication and transmission of news reports between London and the dominion capitals.

Copenhagen despatches state that Spain's anti-prohibition attitude is causing emonomic anxiety in more than one dry or partly dry country. Threats of tariff pressure, trade boycotts and other steps in behalf of the manufacture and sale of Spanish wines are having their effect, notably in Iceland and Finland. Spain's decision spells ruin to the Icelandic fish export, says the Politiken's Iceland correspondent. The Norwegian Government, however, is expediting their prohibition bill and the Government monopoly bill, independent of commercial treaty negotiations now going on with France, Spain and Portugal. Spain has already closed her frontiers against Norwegian goods and Portugal will take a similar step beginning this month.

With the Wits

The reason that dentists call their offices dental parlors is that "drawing rooms" would be too suggestive. —Life.

Polly Peachblow—I don't think it's fair. I've been chosen queen of this festival and you're putting off all the menial jobs on me.

Mr. Mugg—What else did you expect? Haven't you noticed what's happened to royalty all over Europe ever since the war?—Detroit News.

Presence of Mind—Presence of mind is a great thing. A boy came running to his father with the news that a man had fallen through the open coal hole. "Clap the cover on quick and call the policeman," said the father. "We must arrest him for trying to steal our coal or he will be suing us for damages.'"

The bedraggled individual indignantly denied that he was intoxicated when the police officer testified that he found the prisoner lying in the street.

"Very well, then," retorted the versatile judge. "You're fined $5 for parking more than six inches from the curb."—Buffalo Express.

The husband was seeing his beloved wife off for a holiday. "Maggie, dear," he said, "hadn't you better take some fiction with you to while away the time?"

"Oh, no, George," she said, "you'll be sending me some letters."—Western Christian Advocate (Cincinnati).

First Artist—I painted up a lump of pig iron once to look like a cork and, by George, when I threw it into the water it floated.

Second Artist—That's nothing. I painted a lump of pig iron to look like a roast of beef and my dog ate three-quarters of it before he discovered his mistake.—Boston Transcript.

Down in New Jersey there is a doctor who is superintendent of a Sunday school. Not long ago, he asked one of the boys this question:

"Willie, will you tell me what we must do in order to get to heaven?"

Said Willie: "We must die."

"That's true," replied the doctor, "but tell me what we must do before we die."

"We must get sick," said Willie, "and send for you."—Practical Druggist.

Bobby came home from his first day at kindergarten with the announcement that he could write. Upon being given pencil and paper he made his usual meaningless scribbles.

"But what," said his mother, "does it say?"

"How do I know?" answered Bobby, "I haven't learned to read it yet."

The Parson Cat table, to fellow boarder)—My dear sir, theology does not teach the existence of a literal hell but merely that a potential hell lies within each one of us at this moment.

The Landlady (overhearing)—You have me to remind you, Mr. Smith, that you may leave at once if you are dissatisfied! — Passing Show (London).

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VOL. XXXIV, No. 50. SAN FRANCISCO, WEDNESDAY, AUGUST 17, 1921. Whole No. 1766.

LABOR AND INJUNCTIONS

Statement Shows Rights of Labor Abridged by Judicial Decree

At the recent hearing before the joint session of the judiciary committees of the Illinois Legislature, Secretary-Treasurer Victor A. Olander of the Illinois State Federation of Labor made the closing argument in support of Labor's Injunction Limitation Bill, as follows.

Mr. Chairman and Gentlemen of the Committee:—Those who have professed to believe that the injunction is the proper method of interpreting and enforcing law and maintaining order very recently gave very clear evidence that they are not entirely sincere in their position. We have just passed through one of the greatest struggles in history when the future of the entire world was at stake, more important to our own nation, perhaps, than anything we have faced since the days of the revolution; order had to be kept throughout the nation; measures had to be taken which under other circumstances we would have considered too repressive; treason, sedition and acts of that kind were a constant danger to the entire country. I will not challenge the patriotism of any man, but I want to ask a question now—If those who profess to believe now and who professed to believe before the war that the injunction is the proper method by which to interpret and enforce law and to maintain order, why did they not insist that method be used against treason, sedition and similar acts harmful to the nation's interests during our recent war?

There is not a single instance you may cite whereby the injunction method was used against those acts during the very trying times we have passed through, and had there ever been justification for the use of such methods as those involved in the injunction procedure, as effecting the exercise of personal rights, there was justification during that period. All the situations that the proponents of injunction methods maintain exist in such labor disputes, as to numbers involved and the danger of a great multiplicity of law-suits, irreparable damage, and all those things, were involved in the acts of sedition, treason and profiteering during the war; and those who have repeatedly told the members of this Legislature that the injunction method is a proper and right method of interpreting and enforcing the law and maintaining order, never once came to the front in an effort to make use of that writ in defense of the country. Their failure to do this is proof that they believed the injunction method too drastic to be used even against alien enemies during the war. But they now insist that it be used against American labor even in times of peace. The fact of the matter is they have proven by their actions, since I am sure they did not intend to be disloyal to the nation, that they don't believe what they say when they tell you the injunction should be used for such purposes as it is used in labor disputes. The record is clear. It is of such a recent date that it is at hand to everyone who wants to look it over, and I challenge the opponents of the injunction limitation bill to give an answer to what I have said.

We have had many discussions on this question in the past before committees of both the House and Senate, and perhaps some of the things I am about to say will be to some of you merely a repetition of former statements. There may, however, be some of the members of the Joint Committee whom I have not had the privilege of addressing before on this subject and at the risk of perhaps tiring you, I am going over some of the things that have been said to members of previous Legislatures.

Labor Not Property

House Bill No. 590—the injunction limitation bill—opens with the declaration that the labor of a human being is an attribute of life and is not property. That simple statement is God's truth. It is Divine law, although often challenged by man, especially by reactionary employers and injunction judges. Let me recite very briefly the history of some developments in connection with the truth stated in the first section of the Bill.

We want to write into the statutes of Illinois a clear statement that there is a fundamental difference between labor and property. About seven hundred years ago Edward III issued orders to a certain sheriff to proceed to gather in material and labor to build a chapel he wanted to have erected and to seize the necessary material and men for that purpose. Men and property then, as before, were placed on an exact par. At about the same time the infamous Act of Parliament known as the Statute of Laborers became a law. There is probably no lawyer, who has given any real, real thought to his profession who is not familiar with that statute and its effect upon law and the actions of the Courts in determining the status of working people. It is not so generally remembered, however, that the inauguration of the Chancery Courts—where the injunction judge now applies his arbitrary rule—as a definite part of the Court system took place at about the same time.

For about two hundred years following that Statute of Laborers, with all its restrictive measures against the working people of Great Britain, ran through the laws and Courts in various ways, having various effects, and then it was repealed.

During this period the Equity Court, or Chancery Court, had undergone something of a change. There had been very bitter disputes between the law courts and the equity courts and between the equity courts and Parliament, as a result of which, about the time the Statute of Laborers was repealed, a condition was developed in England under which the Chancery Court surrendered all jurisdiction over the field of crime and practically all jurisdiction over the field of personal rights and confined itself strictly to the domain of property rights. That took place at about the time America was receiving her early population. That theory, governing the equity court, confining it to the domain of property and property rights in cases where there was no remedy at law, and where irreparable damage might ensue through delay of action, that jurisdiction remains intact in England to this day. It was intact at the time our Constitution was adopted and our Courts began acting under the new Government. They obtained their jurisdiction, their right, their power in the equity field from the practices of Great Britain as they existed at the time of the adoption of our Constitution. The equity courts followed this practice for many years and it was not until about 1890 that they departed from the jurisdiction agreed upon in the sixteenth or seventeenth century and then departed from it to do what? To set up in America something very nearly like that which we have in Russia today, the only difference being that in America one class was given jurisdiction by the law, or at least by the law officers, acting under the equity process, while in Russia, acting of course under an entirely different process, another class was given jurisdiction. One condition is as far from right as the other.

Right of Association

As the social problems developed in America we found, in earlier times, that there could be no freedom and therefore no progress except that the people generally, all classes of people, be given the right of voluntary association and of collective effort in maintaining and advancing their interests, and so the old restrictive laws have been changed, some by statute in Great Britain, others by action of the Courts, and in general the condition improved to such extent that we found a much greater degree of all forms of liberty existing and consequently a much greater degree of progress. As this building of voluntary association among the people wen on, one class found that the working people whom King Edward had declared on a level with property were developing a power very similar or very near in proportion to that exercised by other classes of people. That is to say, we were striking a balance. We were reaching that point where everyone would have a fair chance.

A Precedent Established

Then, with the assistance of astute lawyers, using the equity field as the place to maneuver in, certain employers, a very small number, began to set up the same argument made by Edward III several hundred years before—that labor and property were on a par and should be treated that way, and building their arguments upon that basis, persuaded a Judge to enter an important labor dispute and issue an injunction prohibiting the working people engaged in that dispute from exercising rights that under any other circumstances that Judge would have held to be perfectly constitutional and morally right, but holding that since there was some danger to property, in the sense of loss of profit, and that the employer needed certain labor in order to make his property profitable, it was the province of the Judge to step in and prevent the exercise of legal and constitutional rights on the part of one class of citizens for the benefit of other citizens. That never took place in America until about the year 1890, although we had many labor disputes before that time, and it has not taken place in Great Britain or any other country in the world even to this day.

I submit if that statement be true, if investi-

gation will show to the members of this Joint Committee that what I have said in this respect is the truth, it is sufficient to warrant the enactment of a law that will restore the proper condition of affairs by restricting the equity branch of our Courts to its proper field, that of property and property rights.

We soon, and very soon, will be faced with an extremely dangerous and difficult situation. A balance will be struck sooner or later. If it be not by the Legislature, in the interest of the restoration of a proper condition of affairs, then it will come through the gradual development of what some men choose to call law, the expressions of opinion of men sitting on the bench. The balance will come through that, not by restoring the working people to our rights, but by taking from the employers their rights and leaving us both close to a point of slavery. That this should happen in free America, within a few months or a few years after the ending of a great war, which was entered into for the purpose of safeguarding the world against autocracy, is almost unthinkable today. In the turmoil, pain and agony of readjusting our affairs after the unusual condition we passed through a few years ago, it, of course, is to be expected that a great many folks, who live in a state of almost perpetual excitement, will find it difficult to view things calmly and coolly. It is to be expected in the outer world men, instead of seeking to work together for a common good and considering above all things the national interest, will sometimes fly at each other's throats and perpetuate wrong and injury upon us. But this is a Legislative Hall and while you cannot entirely safeguard yourselves from the excitement and turmoil of the outer world, you know it is your duty—and I don't say this in the sense of trying to tell you anything—you know it is your duty to calmly look upon these things, not from the viewpoint of the effect they will have within a day, a month or year, but how they will effect the general progress and the general condition of our nation over a period of years. That the one country in the world which declared the true relationship between God and man, by announcing the new doctrine of inherent and inalienable rights, should also be the first to let this new form of autocracy fasten itself upon the people is unbelievable. I don't think it can happen and it is my firm faith that the constitution I was born and have lived under, your constitution and mine, my country and yours, has given us an understanding of human relations and has by its own history taught to you and me that there can no greater harm come to us, that there is no danger conceivable, than that we repudiate those glorious words that open the Declaration of Independence that gave us birth —"Men are created equal and are endowed by their Creator with certain inherent inalienable rights, among which are those of life, liberty and the pursuit of happiness." That sets man above the dollar. That sets labor above property. And if we be true to that declaration—and I think every man living, who is not in the possession of some tremendous power over his fellowmen—really believes in that theory because the belief and faith in that theory is inherent in man; if we want to demonstrate that we have not lost understanding of it; if we want to show that we have not reached the point where we have so far departed from political tyranny of the past that we have forgotten what the declaration of our forefathers mean, we will have to enact all over American legislation such as is proposed in House Bill No. 590 and its companion bills, the jury trial bills. I believe that time is coming. My faith is boundless in that respect. Defeat as it comes from time to time seems to me to be only a temporary setback. Surely, our people must understand and finally put into effect, in all respects, the great truth that we are telling to our children day after day in our public schools, in our private schools, in our institutions of all kinds. It cannot have become meaningless and I know as we talk and remind each other what is at [illegible] the question, gradually the truth will work into the minds of all and finally we will begin to put into effect for all of our people the great truth of the Declaration of Independence.

One of the speakers said to you that the injunction in labor disputes was never used except for the protection of the employer. To repeat —I say to you that you can search the records of this State, and it is one of the worst—if I may use that term in the use of the injunction system against the working people, and you will find not a single instance where the equity court acting in a labor dispute between employer and employe, has taken the side of the working people. Labor is always the defendant.

Dangerous Abuses

[illegible] you will understand what I [illegible] I said a few moments ago that a condition is being created in America similar to that which exists in Russia, the only difference being a difference in the class in power. There is a class dictatorship certainly growing which can soon harden through the reading and with the assistance of the equity branch of our Courts in which the employer is given rights [illegible] the courts may not claim.

I know those who would defend the injunction system constantly talk of protecting the interests of labor—know how they tell you stories of how it is necessary to protect non-union men. Let them produce injunctions or show you cases where they have gone into court and asked for injunctions on behalf of any working man. It is always on behalf of the employer and always on the theory that the employer has a property right in the labor of his employes—and that in free America.

Have we forgotten another important declaration that marks the vital difference between our nation and the position of all other countries on the globe? The Thirteenth Amendment to the Constitution has a very definite meaning; a meaning which, perhaps, has been developing very slowly and is today becoming very clear as enunciated by our Courts. That declaration, that Amendment, prohibiting involuntary servitude and slavery, was not directed solely against the slave owners of the South; was not enacted only for the purpose of freeing the negroes; it has a broader intention. Congress was faced a few years ago, in the year 1900—and let me say, stopping for a moment, that you are all familiar with the condition which existed in many of the States following the enactment of the Thirteenth Amendment and attempts to evade its provisions—with a very grave problem, that of abolishing peonage in Hawaii, and the provision of the Constitution which made it necessary for Congress to act was the Thirteenth Amendment.

I cannot give you the exact language of the statute Congress enacted, but can quote you the substance. It contains the opinion of Congress as to the meaning of the Thirteenth Amendment. Please remember at that time peonage, a form of slavery, existed in Hawaii, which Congress sought to abolish. The statute reads something like this:

"There shall be no suit or proceeding of any kind permitted for the enforcement of any contract to labor and no remedy shall exist for a breach of such contract except a civil suit for damages."

That was to protect the poverty stricken peon of the Hawaiian Islands. This was done by the National Legislature on behalf of an alien people, and we, your own fellow-citizens, find ourselves coming before you now compelled to ask that you take similar action, not for an alien people, but for your own neighbors, for the working people of your State; that you place us on an equality with other citizens; that when we do things other people believe to be wrong that we be proceeded against exactly as other people are and in no other way.

It has been told you this afternoon that the purpose of the injunction writ, as used in labor disputes, was not to throw men in jail but to break strikes. An investigation into the industrial injunction field will prove this statement to be absolutely true. Very few of the injunctions ever come to trial. The particular occasion for their use, that is to say the strike, except in rare cases, cannot last very long, is over quickly—a matter of days, weeks and at most a month or so—and it is over. There is, therefore, little opportunity to get these cases before the Supreme Court—the only remedy we can find must come only through Legislative action.

In the complaints made against labor organizations you are sometimes told that crime has been committed and violence has been perpetrated. We are not defending that kind of thing and simply say, proceed when you think we do that kind of thing, proceed under the same provision of law, giving us the same right and safeguards under the law you claim for yourself, and if found guilty punish us accordingly and set up no different system from the one you use against yourself, or you will ultimately convince that class against whom you discriminate that the great thing in life is not justice; that the great thing in life is not fair play, but is power. That's the unfortunate lesson that the Russian people had ground into them by the Czar.

I hope that the condition that is now being forced onto our people in America will soon be removed and that there will be no chance for any man to talk the Bolshevism philosophy of Russia with any degree of success in our land and whether he have the opportunity or not depends entirely on how we conduct the affairs of our own country.

Labor Espionage System

I said we are sometimes charged with wrongdoing. I shall refer to something that is not very well known to those not immediately connected with industrial life, but which is very well known both by employers and by workers within the industries which accounts for many of the unfortunate conditions that we sometimes find in the labor field. There has been developed in America a system of private spies modeled upon the Government spies of Czarish Russia. We have told you in previous sessions of the Legislature something about that system. It is secret, necessarily must be secret to carry out its evil purposes, and it was difficult to get folks to believe us. No employer can be found who will confess any connection with it. As a matter of fact, the employer is sometimes just as guiltless of what is going on as is the worker, and both are suffering under the system. It is a terrific drain upon the industry, an added cost of production. We are now in a position to bring to your notice evidence gathered by men not connected with labor organizations, and whose standing is such as to compel attention. I hold in my hand the report on labor espionage as compiled under the auspices of the Cabot Foundation, that Foundation being presided over by Dr. Richard Cabot of Harvard University. The report shows that all over the United States there are tremendous industrial spy organizations whose purpose is to keep the employer and worker in constant turmoil in order that these agencies may secure business for themselves and the spy work they carry on. Even the casual reader of the Cabot report must come to the conclusion that this system has become such a running sore upon industry that it cannot be tolerated long and already some States have begun to legislate against it. Since the report is of some volume, I cannot stop to read it to you. In order that you will not get the idea I am telling you a fairy tale, I am going to see to it that a copy of the report reaches each member of this Committee. I want to give you the names of some of the spy agencies mentioned in that report. The most notorious to those who know of it is the so-called Sherman Agency. An investigation of the income tax returns shows that the head of that agency paid an income tax of over $50,000. That indicates the extent of the agency's business. During the strike at Gary, Indiana, representatives from the War Department discovered the agency was directing its representatives to stir up racial hatred among the people on strike. In a court case in Philadelphia much other information was brought to the surface.

One of the affidavits referred to in the report comes from a mna who only a few years ago, I recall him well, came to a convention of the Illinois State Federation of Labor as president of his own local union, taking an active part, posing as a radical, and at the time, according to his own confession, as stated in the affidavit referred to in the Cabot report, was in the pay of the Corporation's Auxiliary Co. The Corporation's Auxiliary Co., existing under a number of names throughout the country, is engaged exclusively in industrial spy work. To give you an idea of the character of this gentleman—it might be worth your time to listen to me refer to him briefly—I first saw him at the Joliet convention of the Illinois State Federation of Labor. He was posing as a radical. He was a Swiss by birth, was a rather pleasant looking sort of a fellow and very anxious to take part in the work of the convention. Along about this time, when there was considerable agitation on the question of preparedness, some of the representatives of the Woman's Peace Party, I think, got acquainted with this gentleman, named Schaefer; they had heard of the speech he made in the Chicago Federation of Labor on the question of preparedness; and went to him and he agreed to go with them to Washington before the Senate Committee and make a statement on the Swiss Military System. They took him to Washington. His speech was published in a pamphlet and sent broadcast. He came back to Chicago and paraded around, quite a figure among the radicals, and all the time was in the pay of the company, and all the time, according to his affidavit which I have, his expenses on all these trips were paid by the Corporation's Auxiliary Co.

Strikes Fomented

I also refer to one instance where the employer had taken out strike insurance, finding a dull season coming on and had employed one of these spy organizations to mix with his employes and agitate a strike. The insurance company suspected this and hired another agency to go in and stop it. You can imagine the condition in that plant while this was going on.

Case after case of that kind is reported in this report as going on throughout the country. Practically every well-known detective agency, and a great many organizations and business concerns that do not class themselves as detective agencies, are engaged and specializing in this kind of work, and for the first time we have a report coming from a source other than our own, telling what is going on in America. In this respect again I say when the head of one of these agencies finds himself in a position where it is necessary for him to pay over $200,000 in income tax the imagination is appalled when we try to figure out what must be the total cost upon industry of these organizations, which serve absolutely no good purpose for anyone. The Schaefer affidavit shows he was instructed, in one instance, to go into the Western Electric plant in Chicago and "start something," and other firms are specifically mentioned in that affidavit. That shows one of the difficulties we are confronted with.

I don't think it is reasonable to assume, gentlemen, that those who have in the past, and I presume will again appear before you in opposition to the kind of legislation we are asking, have any knowledge of this. They are intimately associated with employers and know what is going on, and my impression has

(Continued on Page 11)

RUSSIAN LABOR MOVEMENT

Propaganda spread throughout Britain, North and South America, and the Antipodes, by the capitalist press, to the effect that the Soviet government of Russia is crushing the trades-union movement in that country, receives refutation in the following interesting statement written from Moscow for the Federated Press service by William Z. Foster, a staff correspondent:

"Moscow—Of all the lies told about Russia none has been circulated more persistently than the assertion that under the Soviet system the trade unions have been robbed of their importance and now are negligible in power and consequence. Some American labor men have repeated this ad nauseam. Now, exactly the reverse is true. The fact is that the trade unions are the very foundation of the whole Soviet structure; without their support and co-operation it would go to smash in a hurry. This is frankly recognized here on all sides.

Unions' Vigorous Growth

"The Russian trade union movement is throbbing with life. This was strikingly manifest at the recent convention of the all-Russian unions, which I had the good fortune to attend. The convention occupied itself with the most weighty social, political and economic problems now confronting Russia. And so important were its sessions considered that many of the country's greatest men, including Lenine and Gorki (Gorki sat through several sessions), attended them and participated. Public interest was intense. It was almost impossible to get a ticket of admission to the great theater where the convention was held. The place was constantly jammed with spectators an dthe mass of delegates (3,105 delegates, representing 8,485,800 members).

"In front of the building was stretched a cordon of Red Army soldiers to hold back the big crowds seeking entrance. During the convention word came to the presiding officers that some delegates, eager to secure admission for their friends, were bunching their delegate cards and sending them out so that those on the outside could come in with the cards. To stop this practice the chair announced that all delegates leaving the hall would have to display their cards and those unable to do so would be arrested.

Unfavorable Comparison

"Take this surging Russian trade union convention, dealing with most vital problems, and with people braving jail to attend it; compare it with our American Federation of Labor lack lustre affairs, occupying themselves for the most part with trivialties, and mustering at best a bakers' dozen or two of spectators, and one gets a fair idea of the comparative importance and vitality of the two trade union movements in their respective countries. It ill becomes American union leaders to sneer at the Russian labor movement.

"Although the Russian trade unions have accomplished things without parallel in labor history, they are for the most part of very recent origin. In fact, the movement, as it now stands, may be properly said to be only four years old. The first tracts of unionism in Russia began to develop toward the end of the nineteenth century, when a few workers' benefit societies led a precarious existence. Occasionally these primitive bodies waged strikes, but in such events the Czar's agents inflicted frightful hardships upon them, often shooting the strikers and exiling their leaders. Under such conditions the movement made little headway.

Early Persecutions

"The first great wave of real trade union organization came with the revolutionary attempt of 1905. Unions sprang up all over Russia. But with the failure of the revolution and with the attendant bitter persecution by the Government they soon began to go down again until within a couple of years the movement practically disappeared. A lively revival occurred in 1912-13 and great headway was being made when the war came on and almost completely wiped out the movement again.

"And so the situation remained all through the war, with the workers destitute of industrial organization. It is stated that at the outbreak of the February revolution in 1917 there were in all Russia only three unions, which had a combined membership of but 1,385. With the downfall of the Czar's government a tremendous trade union renaissance took place. Millions of workers streamed into the organizations.

"The following table will show progress of the movement to its present status, where it encompasses practically the entire Russian working class:

January, 1917	1,385
June, 1917	1,475,429
January, 1918	2,532,000
January, 1919	3,638,812
April, 1920	4,262,000
May, 1921	8,485,800."

ENGLISH CONFAB FAILS

According to information received by the American Federation of Labor, the big industrial conference called by the British Government, more than two years ago, seems to have failed, and representatives of the employers and workers on the Joint Committee of the National Industrial Council are resigning.

The committee was formed in February, 1919, and two months after issued a report that was unanimously approved by the National Industrial Council and accepted in principle by the Government. Nothing has happened since that time, and one paper states that "it is not easy for a body of men to keep their self-respect under such circumstances."

When this movement was launched it was agreed that the National Industrial Council would consider and advise the Government on industrial questions. The Government declared its willingness to proceed at once with the legislative and other steps necessary to give effect to the reports, but a coldness on the part of Government officials has appeared and nothing has been done with the recommendations.

With the members of the board resigning, it is only a question of a short time until the whole structure is in ruins.

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MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark Street, Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adeliade, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Langgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.
Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.
Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregados em Camara, Rue dos Benedistinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

Pacific Coast Marine

The Pacific Mail liner "Venezuela" was recently fined the sum of $1500 by the Immigration Service for allowing passengers ashore in San Francisco, in violation of orders of immigration inspectors.

Eight vessels of the Alaska salmon fleet, the barks "Hecla," "St. Katherine," "Star of Holland," 'Santa Clara," "Star of Greenland" and "Prosper," and the schooners "Metha Nelson" and "Golden State," have departed from Bristol Bay for San Francisco in the last two weeks.

Federal inspectors of steamers are conducting a rigid examination of all vessels at the port of San Francisco. The investigation is being carried out from stem to stern and followed charges made by passengers on the ill-fated steamer "Alaska" that equipment was not up to standard.

The new port of Coos Bay dock, recently completed, was damaged last week when the steam schooner "Cricket" smashed into it for a distance of twenty-five feet. The "Cricket" and Captain Swanson are new to the port. Captain Swanson said his steering gear went wrong.

Immediate action on development of the harbor at San Pedro is urged by I. A. Pederson, traffic inspector of the port, who in a letter requested the Harbor Commission to purchase a block of land to permit the erection of several warehouses and 100 feet trackage on the water side of the wharf.

In a somewhat battered condition due to the loss of a section of binding chain valued at $5000, a Benson log raft, containing 5,000,000 feet of lumber, has arrived at San Diego from Astoria in tow of the San Francisco tug "Hercules." The chain broke adrift off Drake's Bay and sank in thirty-five fathoms of water. The accident made it neessary for the Hercules to reverse its towing position.

The tug "Hercules" has in tow the second of the Benson Lumber Company's big oceangoing log rafts to be sent south this year. This raft contains about 5,000,000 feet of logs and has a deckload of 70,000 lineal feet of cedar poles. Another raft is now in course of construction at the Benson Company's plant in Wallace slough and will be ready to leave for San Diego about the first of the coming month.

With a heavy cargo of structural steel consigned to the Matson Navigation Company for its proposed office building in Market street and sixty cabin passengers, the liner "Buckeye State" left Baltimore July 30 on her maiden voyage to San Francisco. At Havana and Porto Rico the "Buckeye State" is scheduled to pick up 300 laborers en route to the Hawaiian Islands as steerage passengers.

To accommodate the increasing number of ships which are plying the Pacific Ocean, the Weather Bureau is endeavoring to secure and distribute information concerning storm and other meteorological data to the shipping interests. As information increases the bureau may be able to make daily weather maps of the Pacific as is done now on the Atlantic coast. Besides distributing the maps on land to mariners, the ocean weather news will be broadcasted by wireless so that ship captains can make their own weather maps from the data received via radio.

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I have said that I would never be attorney for shipowners, until the seamen were shipowners. One of the purposes of my visit to Europe this summer is to acquire knowledge as to shipping conditions abroad and particularly to ascertain with what degree of success the seamen of Italy are operating ships.

Any seamen, who, with a view to becoming shipowners some time, are willing to form "a Seamen's Society for Savings" and will pledge to save one-fourth of their wages over their board and lodging per annum, said savings to be put in a depository that they themselves may select, please communicate with the undersigned.

SILAS B. AXTELL, 9 State St., New York City

Portland, Or., Letter List.

Ahlstrom, Ellis	Kraus, Jack
Ahlstrom, Kilian F.	Larson, Chris
Apinaitis, Antony	Lundgren, Gust
Anderson, J. A.	Law, H. C.
Amundsen, Ben	Lackey, Chas. H.
Allen, I. J.	M.
Allen, William	Lambers, G. B.
Anderson, Otto	Leskinen, John
Anderson, Axel	Lewis, H. S.
Anderson, Bill	Lent, Frank
Anderson, A. B.	Langerud, Henry
Allen, E.	McDonald, James
Bassin, George	Miller, Winford
Back, Christ	Mack, George W.
Bachman, Peter W.	Martin, Charles
	Mallkoff, Peter
Baker, Eddie	Meyer, Robert
Beals, Chas. M.	Morey, Art J.
Bjorseth, K. M.	Mikkelsen, Harry
Bennett, Chas. C.	Muldrose, W. L.
Boria, Mike	Markim, Bernard
Breen, Thomas	Mackway, George
Bach, S. C.	McGregor
Bakke, Eilif J.	Neuman, Alex
Corrigan, Reul B.	Neuman, John C.
Cooper, Oswald	Norberg, John E.
Durett, Joseph E.	Norgaard, Henry
Doehring, Otto M.	Norman, A.
De Mon, Earl	Nelson, Peter
Danielson, Alben	Nilsen, Christ
Dietz, A.	Olson, John
Erickson, Emanuel	Olsen, Michael
Erickson, Hans E.	Olson, Tom
Ellis, I. W. S.	Osterlund, A. J.
Emmerz, Josef	Peppert, Fred C.
Engler, Samuel	Peterson, Carl A.
Elze, Carl	Petersen, William
Fielding, P.	Pettersen, John
Forsberg, Swen L.	Paterson, George
Framnes, A.	Petersen, Knut
Fugman, Arthur	Pursi, Ernest
Foster, Clarence	Paysti, Anskelm
Francis, William S.	Preston, E.
Golden, Roy L.	Pope, Bert
Gilkison, A. F.	Pehle, Frank L.
Gray, John	Rhodes, Russel C.
Gluck, Karl	Redondo, Manuel
Gorman, Peter A.	Rever, John T.
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Glaser, Jean	Robertson, E. J.
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Holman, Martin	Samuelsen, Sigvart
Hanson, William	Sanderson
Harris, John T.	Skaar, Jakol
Huber, Charles L.	Skubber, Hans
Hanson, O.	Skaar, O. W.
Howell, E. W.	Swansson, N. O.
Hanson, Carl	Smith, Carl J.
Holman, Martin	Sitts, Bud
Hofstad, Lester	Sinclair, P.
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Hines, Leo	Slade, I. S.
Hill, Charles	Sanders, George
Holmes, M.	Svansson, Ernest
Heino, Gust.	Toomey, Paul
Ingualsen, Arthur	Thompson, Guy
Jensen, Emanuel	Thornquist, Adolf
Johansen, Stefan	Tuhkanen, John J.
Jensen, Chris	Tolman, W. E.
-2278	Torwick, H.
Johnson, E.	Taylor, Bert
Johnsen, Ben	Tingstrom, A. R.
Jensen, E. Churs	Taylor, J. G.
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Karlsson, August	Walter, E.
Kopperman, H.	Wallace, Chess C.
Klack, Karl	Witravamen, Geo.
Kaarcland, Thos.	Warnick, A. D.
Kennedy, Bart	Walters, Fred L.
Kelly, D. J.	Wohn, Otje
Klepper, T.	Wolff, Herbert
Kurlz, Jack	Wood, E. E.
White, William	Worgaard, H.
Wurtanen, Frans	**PACKAGES**
Willey, Edward	Adams, H. C.
York, Chas. E.	Heaps, James
REGISTERED LETTERS	La Born, Roy
Peterson, Carl	Okasski, Wellington
Behmar, Joe	Scarthland, Gunnar
Delgado, Nazario	Williams. Edward

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Douglas 1058. Residence Phone Prospect 2908.

INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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INFORMATION WANTED

Brother of Carl Wohmar Holm, a native of Isle of Nargem, Esthonia, born 1888, last heard of at Newport, Monmouthshire, England, on an American ship in 1916. Kindly communicate with Erik Kristian Holm, care National Sailors' and Firemen's Union, 9 Dubois street, Antwerp, Belgium. 7-27-21

Mrs. Margareth Watson is anxious to ascertain the whereabouts of her husband, John Watson, who left Seattle on board the S. S. "Jadden," and was then heard from in June, 1920, on board the S. S. "Quaker City," at Philadelphia. Anyone knowing his whereabouts, kindly communicate with his wife at 3420 Thirty-ninth avenue S. W., Seattle, Wash. 6-22-21

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Weekly News Letter

Contributed by the American Federation of Labor

Government by Thugs Brings Usual Result

"There can be no peace in West Virginia until the enforcement of the law is removed from the hands of private detective agencies and from those of deputy sheriffs who are paid, not by the State, but by great corporations, most of them owned by non-residents who have no interest in West Virginia's tomorrow," said S. B. Montgomery, former State Labor Commissioner, in an address over the bodies of Sid Hatfield and Ed Chambers, who where killed at Welch by a coal owner's gun man.

Trade unionists of West Virginia are censuring State and county authorities for failing to protect Sid Hatfield, who was murdered at Welch, by C. E. Lively, self-confessed coal owners' spy and thug.

Lively and two other thugs were arrested and the next day were admitted to bail without opposition from the prosecuting attorney.

The absence of State police in Welch at the time is causing trade unionists to ask Governor Morgan ugly questions. They ask the Governor why some of his "upholders of law and order" were not at Welch, as they would be to stop any meeting of union members. They are asking if his spy system failed to function when the life or a friend of the miners is threatened, and if he did not hear of the boasts that Hatfield "would never leave McDowell county alive."

The murderers are at large, and no one seriously believes that the men who are now supposed to enforce law in West Virginia will insist that they be punished.

Stores in Company Barns

Organized street car men in Newark, N. J., are operating stores in twelve car barns in the vicinity and doing business valued at $100,000 a year. It is stated that savings to these workers range from 12 to 18 per cent over prices in privately owned stores. The street car men also operate a sick benefit fund which pays $10 weekly for twelve weeks and $5 a week for twelve additional weeks. A voluntary savings fund has been established in each barn and it is now proposed to start a building and loan association.

These unionists say that "whatever is saved in wages is added to wages," that "whatever men do for themselves gives them self-reliance," and that "the advantages which the men obtain through their several instrumentalities of self-help tend to place increasing value upon their jobs."

Non-Unionism Destroys

How non-unionism, with its cut-throat competition, destroys wage workers' conditions and uproots stability in business is shown in the mining industry of the State of Washington.

Since last March these coal mines have been closed. The mine owners say they can not compete with the unorganized coal from Vancouver Island and Utah and with fuel oil from California. The miners refuse to be dragged down to the level of the unorganized and the coal owners have posted eviction notices on their company-owned houses. The miners reply that if their families are to be thrown into the street, they will withdraw the pump men and other maintenance men necessary for the protection of the mines. The coal owners declare they will henceforth operate on the anti-union basis, although they say they will employ union men—just enough to serve as an alibi that they "do not discriminate," and not enough to challenge the coal owners' absolute control of working conditions in and around the mines.

Unemployment Grows

Unemployment increased another 1.1 per cent in July in the larger industrial plants throughout the country, according to the United States Employment Service. This makes a total decrease in employment for the past six months of 7.3 per cent. The figures are based on returns from 1,428 firms in sixty-five cities, employing normally five hundred or more persons each.

"The darker side of the pctiure," says the report, "has to do with metals and metal products, from mining to manufacturing. The entire process, in all its ramifications, has felt the full force of the present industrial depression. There is an almost unprecedented lack of orders."

Dissolve Agreement

The agreement between the Bethlehem Ship Building Corporation and affiliates of the A. F. of L. metal trades department has been dissolved. The agreement provided that differences should be adjusted by a committee consisting of reprerentatives of both sides. The corporation insisted on a 10 per cent wage decrease. The unionists refused to concur and withdrew from the joint committee. It was agreed, however, that the mutual relations that have been built up during the life of the joint committee be continued as far as possible and that the system of recognizing and meeting with committees of employes by the management be continued.

Trade Unions Enjoined

Anti-unionists in Wheeling, W. Va., have carried their fight against organized labor to the Courts and have secured an injunction against eleven local unions engaged in construction building, and nearly one hundred individuals. The fifty-nine plaintiffs include the principal building contractors in the city.

The scope of the injunction is indicated by this first provision of the Court's order:

"From in any manner interfering with plaintiff's employes now in the employ of said plaintiffs, or with any one who may hereafter work with them."

S. T. Hogevoll, Admiralty Lawyer, Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL SEAFARERS' FEDERATION

THOS. A. HANSON, Secretary
355 North Clark Street, Chicago, Ill.

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ATLANTIC DISTRICT

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67-69 Front Street

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(Continued on Page 11)

The Seamen's Journal

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, AUGUST 17, 1921.

DRAG TRUTH TO LIGHT

Investigations into the wreck of the steamer "Alaska" are still in their incipient stage, and the general public are as yet unacquainted with the external circumstances of the accident. Slowly but surely, however, information is beginning to leak through the veil of secrecy which has been maintained by the Federal inspectors, which points to criminal mismanagement upon the part of the steamship company, and gross inefficiency of the vessel's crew. Nearly two score persons were sent to their death by the sinking, and scenes were enacted which will remain indelibly impressed upon the survivors for the rest of their lives.

Numerous reasons for the unwarranted loss of life have been advanced by persons directly at interest, but none have dared to suggest the real cause, which is made all too plain by the testimony of many of the passengers and crew; and which is to the effect that the vessel was manned by an incompetent crew, the majority of whom were inexperienced strike-breakers.

Fred Helmer, the boatswain, states that only five out of the fourteen men comprising the deck crew were competent seamen, and from his further testimony it is shown that it was the efforts of these experienced men which succeeded in keeping the loss of life from being one of greater proportion.

One passenger described the case as one of pure criminal negligence, and several others condemn the crew of the ship and the company for sending the vessel to sea manned in such inefficient manner.

The original statements of a great number of the survivors must be accepted as containing the greatest element of truth, due to the fact that they were unapproached by interested parties at the time of furnishing the information, and were not subject to influence by other means.

As an intimation that the most glaring evidence of gross criminal negligence by the vessel operators will not reach the public the general attitude of the press is worthy of consideration.

Immediately following first details of the accident, one of the San Francisco dailies started a campaign of protest against the practice of hugging the shore, which, of course, only acted as a smoke screen to the main reason for the great loss of life attending the wreck.

No reference was made by these molders of public opinion to the fact that owing to the lockout of experienced seamen, due to the shipowners' determination to destroy the marine unions, the operators of the vessel had filled the places of experienced sailors with college students and other incompetents willing to act as strike-breakers.

When the test came the inefficient crew failed dismally, and evidence at hand suggests that many of the lives lost in the "Alaska" wreck were sacrificed to the greed for dividends; but of this the press, with the exception of the Daily News, remains discreetly silent.

SERIOUS REVELATIONS

The salient features brought to light by the most reliable evidence relative to the sinking of the steamship "Alaska," reveal conditions existing at the time of the accident substantially as follows: The weather was fine, with no wind; smooth sea; a slight fog, with visibility of about one mile.

After striking the reef, a period of approximately thirty minutes elapsed before the vessel was under water.

While a large percentage of the passengers remained calm, confusion and disorder prevailed among inexperienced members of the crew, which resulted in upsetting and destroying some of the lifeboats.

According to the boatswain's statement, after succeeding in getting the starboard lifeboats away from the vessel's side, he found himself on a raft with all three of the mates, while one of the lifeboats, loaded with women and children, was left in charge of an inexperienced member of the culinary department.

Much of the life-saving apparatus was not kept in proper order, and when necessity arose disaster resulted; lives were lost that could have been saved, and unnecessary suffering and hardship forced upon innocent passengers.

There is strong evidence which intimates that there are some vessel operators who do not seem to consider even this too great a price to pay for subjugation of American seamen.

LOCKING THE STABLE

As an aftermath to the "Alaska" disaster, the following news item is of more than ordinary significance:

J. O. Davis, collector of the port, yesterday sent a letter of warning to thirty-one steamship companies with offices in San Francisco, informing them that, in view of the great loss of life in the wreck of the steamer "Alaska," said to have resulted from inefficient handling of the lifeboats, he will hold each of the companies to a strict observance of the law regarding lifeboat crews.

Davis stated yesterday that he will insist that all members of lifeboat crews on ships clearing from San Francisco be regularly certified, capable lifeboat men.

"There is no reason for inexperienced men handling the lifeboats," said Davis yesterday, "and I don't intend to let any inexperienced men go out of this port who will fail in such an emergency as the wreck of the 'Alaska.'"

Davis' letter of warning reads:

"I deem it advisable at this time to call to your attention to the published reports of the wreck of the steamship 'Alaska,' and particularly to the statements of surviving passengers relative to the inefficiency of the lifeboat men employed on the vessel.

"You are aware of the provisions of the Seamen's Act regarding certified lifeboat men.

"You are advised, in view of recent disasters, that inspection of passenger vessels will be made immediately and strict compliance with the law in all respects will be demanded.

"An officer of the United States Coast Guard is on duty at the United States Barge Office, foot of Mason street, prepared to examine applicants and issue lifeboat men's certificates to those qualified.

"I would suggest, therefore, in signing on members of the crews of your passenger vessels that you require the proper number be provided with certificates as qualified lifeboat men, and thus avoid inconvenience and delay in the prompt sailing of your vessels."

To the initiated, this sudden burst of energy somewhat resembles the act of locking the stable after the nag has been stolen. If, however, we incline toward the charitable point of view, we can enjoy the satisfaction of knowing it is always "better late than never."

FOOD FOR REFLECTION

The following is a copy of incorporation papers of the International Shipping Federation, Ltd., with names, addresses, and business of the Board of Directors, etc.

(Copy)

The Companies (Consolidation) Act, 1908.

Company Limited by Guaranty and Not Having a Capital Divided Into Shares.

(Memorandum of Association of the International Shipping Federation, Ltd.)

1. The name of the company (hereinafter called "the company") is the International Shipping Federation (Ltd.).

2. The registered office of the company will be situate in England.

3. The objects for which the company is established are:

(1) To federate for the purposes hereinafter expressed or some of them associations of shipowners formed for the support or protection of shipowners or the promotion of defense of their interests and associations formed by shipowners or other persons or for any other objects which the company shall consider analogous or conducive and whether incorporated or not incorporated and whether formed in the United Kingdom or abroad and whether already existing or hereafter formed and their nominees.

(2) To consider all questions affecting the interests of the shipping trade and other trades connected therewith and to do all such things as may seem expedient with a view to the promotion of such interests.

(3) To procure the adoption, improvement, repeal, abrogation, or alteration of any laws, maritime contracts, usages, and customs in relation to such trades which it may seem to the company desirable to adopt, improve, repeal, abrogate, or alter and to oppose delay and resist any enactments, rules, regulations, by-laws, customs, or usages which may seem adverse to the interests of such trade or any department thereof.

(4) To indemnify any persons and companies interested in the shipping trades or other trades connected therewith against losses, liabilities, and contingencies in relation to any such trade and generally to carry on any kind of guarantee and indemnity business other than employers' liability insurance.

(5) To establish and maintain in any parts of the world bureaus or registries for engaging the services whether in relation to navigation or management of ships or vessels or in loading or discharge of cargoes or any other operations, whether on land or sea, of officers, managers, stewards, clerks, messengers, servants, seamen, firemen, laborers, and other persons employed in any such business and for collecting and supplying information to members of the company and others in relation to any of the said businesses and to supply such services and information accordingly, whether gratuitously or otherwise, as may be deemed expedient.

(6) To communicate with any other like federation, association, or company whether incorporated or not in any parts of the world and concert with it in promoting measures of any kind which the company is authorized to promote.

(7) To diffuse amongst the members information on all matters affecting the shipping trade and to print, publish, issue, and circulate such papers, periodicals, books, circulars, and other literary undertakings as may seem conducive to any of these objects.

(8) To raise funds for any of the purposes of the company, whether by entrance fees or

periodical subscriptions from members by voluntary contributions from members or other persons or otherwise.

(9) To purchase, take on lease, or in exchange, hire or otherwise acquire any real or personal property and any rights or privileges which the company may think desirable, and to hold, build upon, manage, improve and develop, and to sell, lease, mortgage, or otherwise dispose of any such real or personal property rights or privileges for any estate or interest therein.

(10) To construct, equip, maintain, and alter or reconstruct any building or works necessary or convenient for the purposes of the company.

(11) To invest and deal with any moneys of the company not immediately required in such manner as may be determined.

(12) To borrow or raise and secure the payment of money in such manner as the company shall think fit.

(13) To undertake and execute any trust, the undertaking whereof may seem desirable and either gratuitously or otherwise.

(14) To transfer all or any part of the undertaking, assets, and liabilities of the company to any federation or association having objects altogether or in part similar to those of the company, or to amalgamate with any society or association having objects altogether or in part similar to those of the company.

(15) To enter into any arrangement with any authority, supreme, local, municipal, or otherwise, or any association or company, incorporated or unincorporated, in furtherance of any of the objects of the company, and to obtain from any such authority, association or company any rights or privileges which may seem conducive to any of the objects of the company.

(16) To admit any members, whether eligible or not for membership, to be honorary members of the company, and to confer on any person contributing to the funds of the company without constituting them members, such rights and privileges as may be legally granted to persons not being members of the company and on such terms as may be expedient.

(17) To do all such other lawful things as are identical or conducive to the attainment of the above objects or any of them.

4. The liability of the members is limited.

5. Every member of the company undertakes to contribute to the assets of the company in the event of the same being wound up during the time that he is a member or within one year afterwards for payment of the debts and liabilities of the company contracted before the time at which he ceases to be a member, and the costs, charges, and expenses of winding up the same and for the adjustment of the rights of the contributories amongst themselves such amount as may be required, not exceeding £1000.

Composition of the International Shipping Federation (Ltd.).

Board of Directors: Britain—E. Pembroke, 34 Leadenhall street, London, E. C., shipowner; Sweden—A. O. Wilson, Gothenberg, shipowner; Germany—P. Ehlers, Hamburg, shipowner and doctor of law; Denmark—C. Kronman, Copenhagen, chairman Danish Shipping Federation; Holland—J. Visser, Rotterdam, delegate for Shipping Federation of Holland; Belgium—J. Langlois, Antwerp, shipbroker; Holland—J. Vrink, Amsterdam, shipowner.

Copy of the Register of the General Council of the International Shipping Federation (Ltd.).

Name, Address and Occupation—Jacques Langlois, 7 Quai Van Dyck, Antwerp, average adjuster; Maurice Ortmane, 15 Canal des Brasseurs, Antwerp, shipbroker; K. Reinhard, Borsen, Copenhagen, shipowner; A. O. Anderson, 22 Ameliegade, Copenhagen, shipowner; C. Leist, Norddeutscher Lloyd, Hamburg, shipowner; Paul Ehlers, Adolphsbrucke 2, Hamburg, doctor of law; J. Vrink, Messrs. Hudig, Voder & Co., Amsterdam, shipbrokers; E. Indebeton, Sveriges, Redaregorening, Gothenburg, master mariner; A. O. Wilson, Sveriges, Redaregorening, Gothenburg, shipowner; Thomas L. Devitt, 13 Fenchurch avenue, London, E. C., shipowner; T. F. Harrison, 67 South John street, Liverpool, shipowner; R. M. Hudson, Tavistock House, Sunderland, shipowner; Henry Radcliffe, the Docks, Cardiff, shipowner; Sir Walter Runciman, bart, Masonic Building, Pilgrim street, Newcastle-on-Tyne, shipowner; F. S. Watts, 7 Whittington avenue, London, E. C., shipowner; J. Visser, Messrs. Wambersie & Son, Rotterdam, shipbroker.

This powerful association of commercial interests is European, with headquarters in London; an American concern of similar kind is called the American Steamship Owners' Mutual Protection and Indemnity Association, Inc.

The effect upon legislation, dealing with maritime affairs, and government policies, where the influence of these bodies can be exerted is better imagined than described.

Recent happenings in marine affairs, however, suggest that the controlling force is centered in England and that all others are subject to this, the most powerful influence. Action taken in common must inevitably result in benefit to the greater power at the expense of weaker units, therefore the aggrandizement of British Sea Power can be obtained at the expense of that of all other nations, including the United States. What will be the measure of detrimental effect of British influence upon American shipping policies only the future will reveal. The International Seamen's Union of America, through their representatives, have sounded the warning of a serious menace to our maritime success and sea power (see pamphlet entitled Statement of Facts, and Seamen's Journal, issue of June 1, 1921).

If the warning shall remain unheeded, the responsibility will be upon the shoulders of American shipping interests, and those who through ignorance, carelessness, or willful betrayal of the American interests fail to meet the requirements of the situation.

MEMBERSHIP RIGHTS DEFINED

Under the caption "Legal Cases Affecting Labor" the July number of the British Labor Gazette contained the following Court opinion:

(1) Trade Union Acts

Trade Unions: Expulsion of Members Participating in Profit Sharing Schemes; Rules of Union; Jurisdiction of Court; Action for Injunction.

In 1909, Messrs. Lever Bros., Ltd., instituted a co-partnership or profit-sharing scheme for the benefit of such employes as satisfied certain conditions as to age and length of service. The scheme provided that a share of the profits of the Company should be given in return for an undertaking to give good service and not to waste the time or materials of the Company. The amounts paid to those employes who participated in the scheme did not depend upon the output, but upon the time during which they had been in the Company's employment.

All employes received from the firm the full Trade Union rate of wages, and this rate was not affected by the question whether the men joined the scheme or not. There was nothing in the scheme to compel participants to invest extra benefits received in the Company's shares, though it was the practice of many to do so.

There were members of thirty different Unions employed by the firm, but only two of these Unions raised objections to the scheme.

Two of Messrs. Lever Bros.' employes were threatened with expulsion by their respective Trade Unions for participating in the scheme, and they brought actions against their Unions, and certain officials of them, claiming an injunction to restrain the respective defendants from expelling them, contending that the rules did not give power to expel them by reason of their participating in the profit sharing scheme, and that, if they did, the rules were to that extent void. The plaintiff in the first action was threatened with expulsion from his Union under Rule 32 (1), which provided that it should be competent for the Committee to fine or expel any member upon proof that such member had violated the Trade Union rules of the district in which he was working, or was "working in a co-partnership system when such system makes provision for the operatives holding only a minority of the shares in the concern."

The second plaintiff was threatened with expulsion by his Union under Rule 31, which prohibited their members from working on a "premium bonus" system.

For the defendants it was contended that Trade Unions being, according to the common law of England, illegal associations, the Court could not entertain the action by reason of s. 4 of the Trade Union Act, 1871, which provides as follows:

> "4 (a). Nothing in this Act shall enable any Court to entertain any legal proceedings instituted with the object of directly enforcing or recovering damages for the breach of any of the following agreements, namely:
> (1) Any agreement between members of a Trade Union, as such, concerning the conditions of which any members for the time being of such Trade Union shall or shall not sell their goods, transact business, employ or be employed."

Mr. Justice Eve held that the action was one brought to enforce an agreement concerning the conditions of employment, and was within s. 4 of the Act, and that the action could not be maintained.

The plaintiffs in each case appealed.

The Master of the Rolls, in delivering judgment, held that the Court had jurisdiction, for the only unenforceable agreements between a Trade Union and their members were those which came within s. 4 of the Act of 1871, and that in these two cases there were no such agreements.

Rule 32 had not been broken by the first plaintiff, for the scheme did not involve the taking of shares in the Company, nor any provision that the men should hold a minority of shares, although it was true that the workmen did take shares and that they held only a minority. An injunction was accordingly granted to restrain the defendants from acting upon their threat of expulsion.

With regard to the second action, it was held that the scheme could not be held to be a "premium bonus" system. The decision of Mr. Justice Eve was accordingly reversed and an injunction granted.—Braithwaite v. The Amalgamated Society of Carpenters, Cabinet Makers and Joiners.—Ashley v. The General Union of Operative Carpenters and Joiners.—Court of Appeal.—13th June, 1921.

The decision defines certain rights of the individual members of trade unions under the Trade Union Acts.

The use of injunction in a labor dispute is exemplified, although somewhat at variance with the practice prevailing in the United States. The decision defines and protects the rights of the rank and file, and at the same time does not appear to injure the stability of the organization.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Aug. 15, 1921.

Regular weekly meeting came to order at 7 p. m., Andrew Furuseth presiding. Secretary reported no change in the situation. The full shipwreck benefit was ordered paid to three members of the crew of the S. S. "Alaska."

R. INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

Vancouver, B. C., August 8, 1921.

Shipping and prospects dull.

R. TOWNSEND, Agent.

153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, August 8, 1921.

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JACK ROSEN, Agent.

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San Pedro Agency, August 8, 1921.

Shipping picking up.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, August 1, 1921.

Shipping picking up.

JOSEPH FALTUS, Agent.

P. O. Box 314. Phone 1930.

DIED

Cornelius A. Bredze, No. 2536, a native of Holland, age 26. Died at the wreck of the S. S. "Alaska," Cape Mendocino, Calif., August 6, 1921.

LOOKING FORWARD

Editor THE SEAMEN'S JOURNAL:

As a member of the Sailors' Union of the Pacific, I have keenly watched this last battle of seamen on the industrial field from a distance, and send my heartfelt greetings to all my comrades who have fought so nobly for the right to live as freemen. Several have died on the front and every day adds to the long list of workers maimed and killed through exploiters' agencies.

Although placed by circumstances where I could not mingle with my comrades during the struggle, I shall remain true to my union pledge until the end of my days. It makes me sick at heart, however, when I note reactionaries in the labor movement continually crying I. W. W. to every progressive move that might be suggested by some member with more advanced ideas. What is the use of talking or writing about legal freedom when every section of the Seamen's Act has been violated at the whim of the shipowners?

The battle is fought and lost. The hired brains of the shipping trust have been successful in establisihng the "American Plan." They are marshalling all their forces to put the union out of business. They are fighting us with scabs, police, injunctions, courts and press, with other institutions held in reserve.

The shipowners have organized for the open and avowed purpose of keeping the seamen in subjection. They fight every effort of the seamen to maintain a living wage and decent working conditions. To secure their great power, the shipowners have organized into an association. Each industrial group of employers have an association for their own particular industry; that is, in fact, an industrial union of employers. These various associations are brought together into that powerful organization of capitalists, the United States Chamber of Commerce, which is but the "One Big Union" of capitalists. Against these forces we must use our economic power. The strength of this weapon depends on how well it is organized. Completely organized, it is the strongest power in the world. Therefore let us bend our energies to organization. In pushing the union ahead we must adopt the newer forms of organization through the remodeling of the old ones. The new form of unionism is "Industrial unionism." It is far more efficient and scientific. It has grown out of the bitter struggles and defeats of the workers under the old forms of unionism. Craft unionism as at present constituted is unfitted to modern industrial conditions. With the advent of the nineteenth century a new idea in marine architecture arose—that of the ship moved by steampower instead of windpower, and fitted to combat the seas in storm and calm alike, with little heed as to whether the wind was fair or ahead.

The steamship grew in size and power till such giants of the waves as the "Leviathan" were set afloat. And as the sailing ship of the olden days is fast becoming a thing of the past, so have the seamen lost a good portion of their skill. During the latest strike our place was taken by men who never reefed a sail, or coiled a cable, who do not know how to launch a lifeboat or pull an oar. The shipowners kept the ships running in spite of all, and we lost the strike. Steering can be learned in a very short time, and other necessary work can be learned quickly, too.

Working with green men cannot be continued very long, but always long enough to break a strike, it seems. For this there is but one remedy—organizing along industrial lines. This formation of all workers into one union brings about solidarity in the entire industry. And solidarity is the one thing needed in settling wage disputes or grievances of any nature.

Other industries must be organized on similar lines. All workers of one industry into one industrial union, or **all industrial unions into One Big Labor Alliance the world over.**

Unionism is the only road to emancipation.

CHARLES LESSE. No. 1837.

REASON FOR COMPLAINT

Editor THE SEAMEN'S JOURNAL:

Thinking you may be interested as to how things are going with the Seamen upon the Lakes, I take this liberty of writing a few lines for the JOURNAL.

The daily press in this neck of the woods is so submissive to wishes of the big interests that they pay no attention to our complaints; on the contrary, they take pleasure in giving glaring publicity to the most untrue statements made by the **poor down-trodden shipowners.**

We are being hounded again by that bunch of ruthless exploiters known as the Lake Carriers' Association.

They were pretty tame during the war period, but got very busy last spring. On the opening of navigation they set a scale of wages 23 per cent lower than that of last year. We were satisfied to go on at that, as it was practically the same paid by ships doing business with the organizations.

As soon as the season was well under way, they notified the different shipowners to instruct masters of the ships operating, that every member of the crew must take out a certificate of membership in their degrading organization or be separated from his job; some open shop, is it not? Much as many of us hated to do this, we submitted only for the sake of keeping the work.

Now they come along the first of August and say: Jack, you need another dose; from this date your wages are 15 per cent less—almost cutting it in two in a space of three months.

Some of us were beginning to believe that we had arrived at a stage during the last few years where we were almost like other humans, and could establish a little home for ourselves with a few comforts. I myself mustered up courage enough to take a little woman out of a sweat factory, where she had toiled away the best years of her life to sustain herself and raise a daughter. I took her for a life partner—and a good one she is too, God bless her—with the hope that I could keep her in decency, as I figured she had done her share as a toiler.

But what is the outlook now, if this outfit is allowed to force men to take just what they see fit to give them? The wage they have set, $85 per month for 12 hours a day, 84 hours a week, will hardly allow a man to live, let alone keep up a home in any kind of decency. There will be deficiencies which somebody must pay and somebody will pay, and I'll say, comrade, it will not be that little woman; she has paid her toll to the exploiters in full. Samuel Gompers was right when he warned the big interests not to go too far with the temper of American mankind and womankind.

Yours for love, life and liberty,

WILLIAM T. STARK.

Detroit, Mich.

SOMETHING LIGHT

Comrade W. A. Dahlgren has favored THE SEAMEN'S JOURNAL with the following few verses, which he declares he obtained from one of his shipmates while a conscript in the Swedish navy several years ago. The member desires to obtain the name of the author and information as to whether it is a song or an old sea chantey:

SHANGHAIED SAILORS

Shanghaied in San Francisco,
We fetched up at Bombay;
They set us afloat in an old Lieth boat
That steered like a stack of hay.

We have sweltered in the tropics
When the pitch boiled up on deck,
And we saved our hides, with little besides,
From an ice-cold North Sea wreck.

We know the track to Auckland,
And the lights on Sydney Head;
We have kept close-hauled while the leadsman called
The depths of the channel's bed.

We know the quays of Glasgow,
And the loom of the lone Azores;
We have found our grub in a salt-horse tub
Condemned from navy stores.

We know the streets of Santos
And the river at Saigon;
We have drunk our glass with a Chinee lass
In a houseboat at Canton.

They pay us off in London,
And it's off for a spell ashore,
And again we ship on a southern trip
In a week or hardly more.

It's good bye, Sally and Sue,
For it's time to get afloat,
With an aching head and straw-stuffed bed,
A knife and an oilskin coat.

Sing "Time to Leave Her Johnny,"
Sing "Bound for the Rio Grande,"
When the tug turns back, we follow her track
For a last long look at land.

Then at last that disappears,
And only the blue is seen,
That will send our bones to "Davy Jones"
And our souls to "Fiddlers' Green."

Offhand, we are unable to give the desired information; but we realize how true to the life of old-time deep-water sailors the verses are, with the exception that the boarding-house master or mistress—as the case might have been—frequently forget to furnish even the knife and oilskins. A hook-pot and tin plate too frequently was all that accompanied the "donkeys' breakfast" aboard ship. However, times have changed somewhat, but there is still a doubt in the minds of old-time salts that they have changed for the best.

The need of the moment is not so much for the formation of new unions as for new members in those unions already formed.

MEXICO AIDS UNION LABOR

By Charles M. Kelley

"Were it possible for our people to fully comprehend what is going on in Mexico, they would be astounded. The Government there is attempting what I honestly believe to be the most progressive, the most enlightened and withal the sanest policy that has ever been attempted by any people. I am convinced that it is going to succeed."

That is the opinion of C. E. Davison, secretary-treasurer of the International Association of Machinists, after a stay of several weeks in the southern republic. While there, he interviewed the highest officials of the Government, studied the work of reconstruction, inspected the manufacturing plants and talked with workers, business men and politicians.

"I didn't realize fully what the Government was attempting to do until I had several conferences with General Plutarcho Calles, Secretary of the Interior," continued Mr. Davison. "Then everything was made plain to me. This official, the most important member of President Obregon's Cabinet, assured me that the Government's primary interest was in the workers. It is seeking to redeem them from centuries of merciless exploitation. Much along this line has been done, but much more remains to be accomplished.

Would Help American Workers

"General Calles, it should be stated, is not provincial or insular in his views. He knows that the Mexican people can not be lifted by their own bootstraps. They go up or remain down as the workers of other nations go up or down. If the workers of the United States are happy and contented, a healthy influence will be reflected upon the workers of our southern neighbor.

"Mexico secures the bulk of its supplies from the United States. It expects to spend hundreds of millions of dollars here in the next few years. It intends to spend this money in such a manner that it shall help and not injure American workers. Therefore, it has adopted as a settled government policy that it will have no dealings with any American firm that does not maintain decent working conditions. It wants for our producers the same conditions that it is conceding to its own producers."

Contracts for "Fair" Firms

Orders for agricultural implements, road building machinery, fire apparatus and various other manufactured products have already been placed with American concerns recommended by officials of the Machinists' Union, Mr. Davison said. Negotiations are pending for additional large contracts, all of which are to be placed with firms in the United States or Canada that are fair to organized labor.

"Naturally, this policy has aroused the 'open shop' crowd in this country and they are making a mighty howl about discrimination. A few months ago they sent their petted hireling, Ole Hanson, into Mexico, to see what could be done about it. He made a number of attempts to persuade the Government out of its program, but he didn't get far with his work.

"Then they sent Mrs. H. L. Gould, chairman of the woman's section of the United States Chamber of Commerce. She, too, failed in her mission of converting influential Mexicans to the 'open shop.' Mrs. Gould left Mexico with a very poor opinion of Mexican officials, but that seemed to worry them not at all.

"They are ready to pay gold for materials and supplies, and they assume the right to conduct their internal affairs in their own way. They claim the right to buy from whom they please, of such terms as are mutually satisfactory to buyer and seller. If American 'open shoppers' and labor baiters don't like their methods, they are, of course, free to sell their goods elsewhere. They won't distribute them in Mexico, that is certain."

Exposed "American Plan"

Mr. Davison explained to Mexican officials what the "open shop" really means. He made short work of the so-called "American plan," pointing out that it wasn't American at all, "but the reverse of it. It had for its object the subjugation of workers, the denial of rights that are granted as a matter of course by practically all other nations, and the setting up of an industrial autocracy with all the elements of feudalism."

"I think it is pretty generally understood in Mexico that those who represent the 'open shop' in America are the real enemies of Mexico," said Mr. Davison. "They are believed to be the same interests that have financed revolutions to the great injury of the people, the same crowd that is today clamoring for intervention, not in the interest of the Mexican people, but in the interests of those who have been exploiting them."

Mr. Davison points to action taken by the American Plan or Open Shop Conference of Connecticut as an indication of how the situation is to be met by American manufacturers of the "open shop" variety.

"Intervention is all these people think about," he said. "They would use the bayonets of American soldiers to prevent Mexico from giving effect to policies that all fair men must recognize as just and humane."

The Connecticut Open Shop Conference took cognizance of a letter written by Antonio I. Villareal, Secretary of Agriculture, addressed to William H. Johnston, president of the International Association of Machinists, stating the purpose of the Mexican government to purchase several million dollars' worth of farm machinery and implements and requesting that Mr. Johnston supply the names of firms that are fair to organized labor.

In a series of resolutions that are being sent to Senators and Representatives and the various commercial lobbies at Washington "this request and proposed action" are denounced as "a discrimination by a foreign government in favor of a principle inimical to the best interests of the industrial life of the United States," and, the resolutions state, "should be looked upon with disfavor and as an act unfriendly to the people of a nation whose good graces it is seeking." The resolutions then continue:

"The American Plan or Open Shop Conference of the State of Connecticut, in meeting assembled, in the name of and for American industry, protests against any interference by a foreign government with the industrial problems of the United States, particularly when such interference tends to discriminate in favor of a principle un-American in character and contrary to the best interests of American industry."

"It is not enough that Mexicans are willing to purchase from Americans, paying the price demanded," said Mr. Davison. "They must be forced to buy from manufacturers who treat workers as commodities and foreign nations as objects for exploitation."

Count on Public Opinion

The Mexican government, Mr. Davison declares, feels that American public opinion will support a movement that directly helps the American people and only indirectly benefits Mexicans. Organized labor has agreed to protect Mexico's interest by exercising supervision over goods being manufactured for it, thus eliminating all species of graft and commission. That will be a definite gain.

"But the real, the underlying thought back of the whole proposition," he adds, "is a conviction on the part of Mexican authorities that they can raise the standard of their own workers by assisting in maintaining the standards of workers of a nation that will, by reason of its close proximity, continue to exercise a great influence upon the lives and methods of those who reside across the border.

"It is an admixture of broad humanitarianism and sound business. It is the antithesis of the hateful policy of some American manufacturers of getting as much as possible, giving as little as they are forced to give, and using force to accomplish their purpose when other plans fail."

THE LOADING OF SHIPS

In commenting on lax navigation regulations, the Australian Worker says:

There is no gainsaying the fact that the slipshod methods of loading and arranging cargo on the coastal—and even on some of the deep sea—vessels constitute a serious element of danger.

The doctrine of the owners and bosses seems to be that as the boats haven't far to travel, the cargo can be tumbled and jumbled in the holds in any old way without regard to balance or stability.

And not only this, but the practice has developed of placing livestock on the main decks, without making any adequate provision for keeping sections of the loading in equalized separate compartments.

* * *

Thus, no matter how well-built and sea-capable such vessels may be, they are not given a fair chance. They are the victims of hasty and inefficient loading, and this in turn is the product of the shipowners' greed, and their disregard for human life—so long as it is not their own.

In New Zealand the shipping laws take due cognizance of such callous indifference to the seamen's and passengers' safety.

* * *

Until something of the kind is done, Davy Jones will continue to keep his cupboard full, and the grasping, soulless shipowners will merely look upon the cupboard's contents as the price humanity must pay to Capital—hunger for fat dividends.

WASHINGTON LETTER

(By Laurence Todd)

Check Coolie Influx

Just before leaving Washington for his trip to Canada, where he is to address the conventions of the International Photo Engravers' Union, the Brotherhood of Railway Carmen and the International Typographical Union, President Gompers of the A. F. of L. held the witness chair for more than five hours in opposition to the Kalaniaole resolution, which proposes to authorize the entry of 50,000 indentured Chinese coolies into Hawaii to work on the sugar plantations. The hearing was before the House Committee on Immigration.

Mr. Gompers had appeared previously in the same hearings, to deny any knowledge of the small fund said to have been contributed by Japanese business men in Honolulu to the sending of the President and Treasurer of the Honolulu Central Labor Union to Washington to resist the coming of the indentured cheap labor. These Japanese merchants contributed to the anti-coolie fight because Japanese workers on the plantations have a strong union which has established standards of living which enable Japanese workers to spend a great deal of money in the stores. Unlike most merchants in the United States, these Japanese business men in Honolulu realized that low wages for labor meant small profits for the business man who plays on the square.

Would Establish Peonage

The labor leader's argument before the committee was to the effect that this is the entering wedge for a great movement of the anti-union fanatics to crush the labor movement by opening the flood gates to the surplus cheap labor of the Orient. Plantation hands in Hawaii get a basic wage of only 77 cents per day. They have no voice in fixing their own wages, conditions or period of employment. The pending resolution, framed by the sugar planters and backed by powerful financial interests, would permit the holding of these helpless coolies in a condition of slavery, so that they would be arrested and punished at the first sign of intention to leave their jobs.

The A. F. of L. legislative agents declare that Congressman Albert Johnson of Washington, chairman of the committee, together with Representatives Shaw of Illinois and Free of California, are pushing the resolution with every resources at their command, as indicated by the questions they ask during the hearings. Every labor man who has testified has been mercilessly grilled. The drive to re-introduce slavery into America is on in earnest, as the first fruit of "normalcy."

Labor organizations throughout the United States should bear in mind that the Japanese government, controlled by militarists and imperialists who have done their utmost to destroy the Chinese Republic and to prevent the liberalization of China and to destroy the freedom of Siberia and Korea, has shown no desire to interfere with this coolie scheme. On the contrary, it probably is pleased at anything which may seem to weaken the sympathy of Americans for China, its victim. For Japanese imperialist plotters are at the bottom of all the troubles of the Chinese people, fomenting their civil wars, interfering with governmental reforms and preventing the rebuilding of China by Dr. Sun Yat Sen, the George Washington of the Far East. Japanese official propaganda is strong in Hawaii among the big business men, and it is very strong indeed in Washington among the politicians. A sensation would probably result from the disclosure of the real source of the attempt to bring cheap Oriental labor into Hawaii. That is a point, however, with which Mr. Gompers, adherent of the League of Nations, did not deal.

A Constructive Innovation

A meeting of the A. F. of L. Committee on Information and Publicity held last night at headquarters, with Mr. Gompers presiding, agreed upon a plan for co-ordination of its work through the creation of a Bureau of Information and Publicity.

No chief of this bureau has yet been agreed upon, as the whole plan must first be approved by the Executive Council. But the various divisions have been outlined, as follows:

News Letter—Weekly News Letter, with Editor Egan in charge of division.

Library—Library and the Daily Digest, with Librarian Duffley in charge of the division. The Digest to be broadened in scope.

Information—Gathering, systematically, all vital information for the organization, with Miss Florence Thorne, former Secretary to Mr. Gompers, in charge.

Publicity—Chester M. Wright, former newspaper editor and magazine contributor, to be in charge of publicity division.

The bureau is to be reinforced by the addition of McAnarney, who served in the Non-Partisan Political Committee here last year, and Oliver Hoyem, who for several years past has represented the Prison Labor Committee in the capital. Their services are declared in the report to be essential in order that the director of the bureau shall not be overwhelmed with details of the work. It is planned that the organization shall be assembled on the top floor, where Mr. Gompers is located, so that unity may be attained through physical proximity. Daily conferences of the persons making up the bureau are proposed, in order that the information and publicity operations of the Federation headquarters may be moved by a central purpose and will.

To Him That Hath

Here is a bit of light on "normalcy" in Congress. Date, August 3, 1921:

The Packers' Control Bill, back from its final adulteration and compromise in the conference of the House and Senate committees, is up for final passage as a conference report. Senator Kenyon is explaining that it is a poor thing, but the best that can be had in the present Congress.

Fernald of Maine, a reactionary in most matters, says:

"I merely wish to make an inquiry of the Senator from Iowa in regard to the provisions of this so-called packers' bill. It seems to me that it is rightly named the Packers' Bill, for I recall that in the discussion of the bill in the Senate some weeks ago the Senator from Wisconsin (La Follette, my distinguished seatmate) made a very illuminating and intelligent speech on the bill, during the course of which he held in hand a copy of the bill and said that seven provisions of the bill were written in it in the handwriting of the packers' attorney. I merely want to inquire of the Senator if those seven provisions remain in the bill?"

Kenyon replied: "I think most of the provisions referred to by the Senator have been left in the bill."

He added, however, that except for the fact that it deprives the Federal Trade Commission of the right to investigate the meat packing and livestock industry, except by request of the Secretary of Agriculture, the bill is a step in the right direction.

Reed of Missouri announced that he wanted to "be recorded against all this kind of socialistic legislation." Norris of Nebraska, chairman of the Senate Committee on Agriculture, refused to sign the conference report because the packers had dictated the seven points mentioned by Fernald.

Boodle Gets Results

Organized labor in the stockyards will have to congratulate the packer lobby in Washington on getting results. But if organized labor spent one-fifth the money and time in dealing with the politicians in Congress and in the Administration that is lavished upon them by the packers, the Federal Trade Commission's plan for deflating the Armours and Swifts and Morrises would have been enacted and carried out long ago. It is no exaggeration to say that the progress of the Packers' Bill through the House and Senate can be mapped in the social columns of two daily newspapers in this city during the past five months.

Finks Murder Labor Witness

Sid Hatfield and Ed Chambers, ambushed by a Balwin-Felts gunman and murdered while unarmed, have passed off the scene of the Mingo county coal strike in West Virginia. The Senate Committee on Labor, investigating that strike, has not been disturbed by the assassinations. Hatfield was the last witness to testify here. Senator Kenyon and his associates have made no plan to proceed to West Virginia while the killing is still fresh in their minds to get evidence as to the reason for the continued anarchy in the coal fields there. Indeed, it appears less and less likely that they will go to West Virginia at all until forced by some outcry from a more persuasive source to finish up the formality of a study of the facts. The Senators are not interested; industrial problems are too human, too real, too dangerous things to juggle with. They wish they were well rid of the whole thing.

As though to mock their indifference, the Bureau of Industrial Research in New York city has just mailed to each member of this Senate committee a copy of Arthur Gleason's pamphlet on "Workers' Education," dealing with education of adult workers by the trade unions and pro-labor organizations in America and abroad.

The only labor colleges which have justified their own existence have been those which have prepared trade unionists to enter politics and administrative work in the interest of their class.

LABOR AND INJUNCTIONS

(Continued from page 2)

been that they are as active as anyone in promoting that sort of work. Some of those gentlemen are engaged in similar activities themselves. I am sure that the join committee is going to give very serious consideration to all of these measures.

In the jury trial bills we stand before you asking for what our forefathers asked of the British King prior to the American Revolution. We might say to you, complain to you in the exact language of the Declaration of Independence, and say we are denied trial by jury when charged with offenses under which other citizensin similar condition are always accorded the right of trial by a jury.

Insidious Effects

The injunction, as used in labor disputes, has for its purpose the poisoning of public mind against the working people. The average man or woman, having respect for the law and not knowing those details, not understanding what the injunction is, assumes it is a declaration of law and that those against whom it is directed have violated the law, have been tried and found guilty and are placed on probation, as it were, by the Judge. That is what the general public believes when it hears of the injunction writ. It has the effect desired by the employer. The public becomes suspicious, the worker discouraged, the strike is broken and he goes back with a feeling in his heart there is something wrong with the law.

Let me give you one instance of an injunction. A strike of garment workers took place in Chicago some time ago. About midnight an attorney called up a judge, whose name I can not now recall, and got him to consent to an injunction which, the following morning, was plastered in printed form all around the plants and everywhere the workers congregated. There had been no notice to the workers, no hearing, they knew nothing about what the judge was doing. That is a typical case except that employers do not usually feel obliged to wait until midnight before interviewing the judge. I will cite another instance, before I conclude, that will bring very forcibly to your attention the discrimination between classes of citizens. In the iron molders' strike in Chicago a few years ago an injunction was secured in the court of Judge Baldwin, directed against the members of the Iron Molders' Union and, as usual, against all their friends, associates, sympathizers and anybody who knew anything about it. The injunction prohibited them from doing anything that might have the effect of assisting the strike. A polish newspaper, edited on the west side in the vicinity of the molders' homes, had been publishing news articles favorable to the strikers. When the injunction was issued a reporter from the Chicago Tribune was one of the first to secure a copy and brought it to me. I read it carefully and found among those enjoined was the Polish newspaper and its editor for circulating any printed matter, circulars, and so on, that might interfere with the business of the complainant. I said to the Tribune man, "Well, here's the development that was certain to come. Now, then, if they can enjoin that Polish newspaper editor they can enjoin the Chicago Tribune, that is where the injunction will finally reach." The reporter said, "Can I go to Judge Baldwin and tell him what you said." I said, "Yes." He came back and said he told Judge Baldwin, who said, in effect, "I did not know there was any such thing in the injunction. I did not know a newspaper man had been enjoined and on motion of either side I will strike that out." The newspaper man asked, "What will I tell Judge Baldwin?" I said, "You can say this for me—In my view of America, my understanding of my country, if there is anything in it that stands above anything else, it is that any molder has every bit as much right before the courts as any newspaper editor; if it is wrong to enjoin the newspaper man it is wrong to enjoin the molder." One of the strikers went to this same Polish newspaper and gave it a copy of a strike notice and a notice of the meeting to be printed as a paid advertisement. The editor printed it and Tony was charged with contempt of court and convicted. Six or eight months later, with the strike over and broken and the heart gone out of the workers, the Supreme Court of the State of Illinois finally said that that was wrong, and I think their language was, "A man's liberty may not be thus lightly dealt with."

Tony had the support of some of the other trade unionists in the court fight. If he had not, his case would not have reached the Supreme Court and thousands of workers in the foreign section of Chicago would have believed that the declaration of Judge Baldwin, the contempt proceedings under which this man was convicted, was an expression of American law. We know now it was not, but those things have appeared in every injunction writ which has been issued in the past several years, with one or two exceptions, as they have come to my notice. I submit that a condition of that kind is dangerous, not good for the country, not an expression of the real spirit of America.

Many Abuses

I could quote you one case after another, but will content myself, if you will have that much more patience with me, by referring to just one more case. We talk a good deal about respect for the law, especially to the fellow who newly arrives on our shores and does not understand what is going on in this country. I want to tell you of one instance showing how injunction judges regard the law. Some years ago the Supreme Court, in the case of Kemp vs. Division 241, acted upon the question of the right to strike for the purpose of bringing about a union shop and upheld that right. The case was decided fully and clearly and has never been reversed, nor has any contrary decision ever been made. At least five years after that decision of the Supreme Court of Illinois had been made, injunction judges continued to prohibit strikes for the purpose which the Supreme Court held was legal. Do you call that respect for the law? I do not. Again, I will give you the name of at least one judge who did that. Baldwin of Chicago. I have no personal feeling against him. I simply give his name in speaking of these things so you will have some definite information as it is necessary for me to be specific. He is not alone in that respect and is no better nor worse than other judges who do similar things. Why they do it in the face of what occurred in this country in the past few years is beyond me.

When we entered the war against Germany we stopped issuing injunctions and you can count those issued in Illinois during the war on the fingers of your hand. During the war when we talked of autocracy in Germany, of the need for sacrificing life and property, doing everything necessary to prevent autocracy in the world, those men who had been for years restricting the rights of the working people by these writs ceased to do so. The arguments necessary to justify the war were exactly opposite to those which were used to justify injunctions in labor cases. The opponents of this measure will be able to challenge my statement by bringing forward a few instances of injunctions being issued during the war; but I say they are very few, and challenge anyone to deny my statement when I say that for all practical purposes the use of the injunction writ in labor disputes came to an end during the war period and was not revived until the cessation of hostilities.

We are not asking you to abolish the writ of injunction. Those familiar with the injunction writ must have understood our language as we said to you, "It is the misuse of the injunction writ used in industrial disputes which should be abolished." We are not seeking to abolish the writ. We recognize the beneficial feature of that process when properly used. We believe it has been misused in other than labor cases. If necessary to issue an injunction to protect property from damage, and there is no other remedy at law, the fact that a labor dispute is on does not make any difference, if it is issued for its proper purpose, protection of property rights and property, and not for the purpose of restricting or limiting personal rights. Criminal acts during strikes should be punished precisely as criminal acts under any other circumstances. The remedy is at law. The accusation, trial and punishment should be administered in accord with law—by the law courts—in strike cases just as is done in all other cases. The equity court is not the place of accusations and trial of criminal charges. We ask for equality before the law. It cannot be given us in any other way except by limiting the use of the injunction through which we are now denied such equality.

One of the main functions of the Legislature is to direct the courts how to proceed. Much of the statute law of this and every other State of the Union was enacted for the purpose of limiting, changing or abolishing various practices of the courts because the Legislature had found these practices to be harmful and unfair to the people.

There is much more that could be said on this question, but I recognize that I have tested your patience as fully as I have right to and want to thank the members of the committee and you, Mr. Chairman, for your courtesy in listening to me.

If the spirit of the Constitution is to be preserved as a factor in American life, encroachments upon our freedom by despotic Court dictum must be checked. Too long have we passively submitted while our rights have been abridged by judicial decree, and our liberties suppressed without authority or law. Our duty to posterity demands that we place our heel upon the viper of tyranny.

The most powerful influence for an active intelligence is an empty stomach.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
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UNITED FISHERMEN OF THE PACIFIC
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FERRYBOATMEN'S UNION
C. W. DEAL, Secretary
SAN FRANCISCO, Cal. ..... 166 Steuart Street
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STOCKTON, Cal. ..... Labor Temple

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1315 Dock Street, Bellingham, Washington

Labor News

At St. Joseph, Mo., ice wagon drivers have secured a new agreement, which raises wages $2.50 a week.

The Contra Costa Building Trades Council recently ratified an agreement similar to the one adopted in Alameda County. The agreement will become effective when ratified by the Builders' Exchange.

The three months' strike of organized sheet metal workers of Peoria, Ill., has ended. The union shop is agreed to by employers and rates will be 87½ cents an hour, with a forty-four-hour week.

The Ministry of Labor has granted the application of the Canadian Brotherhood of Railway Employes for a board of conciliation in its wage dispute with the Canadian national system.

Public officials at Greybull, Wyo., recognize the moral worth of trade unionism and have passed a city ordinance which provides that only union labor shall be employed on city contracts.

Wage requests presented a week ago to eastern railroads by the four railroad brotherhoods and the Switchmen's Union were rejected by presidents of the lines at a recent conference in New York.

Clarence J. Yarrow, representing the oil workers, states that prospects for an amiable settlement of the controversy between employes and operators are bright, and that several large oil companies have agreed to sit in conference to adjust the difficulties.

By repudiating the One Big Union and its international organization, Winnipeg street railway workers have decided to go it alone and have organized a new union to be known as the Canadian Independent Federation of Street Carmen.

The coal strike situation in Washington shows no tendency towards settlement. It is reported through District 10, United Mine Workers of America, that two hundred guards bearing deputy sheriff's badges have been sent into the mine fields at request of the operators.

The Miners' Union of the Tonopah and Divide districts voted last week to return to work, thus ending a strike in effect since April 16. Other mine workers previously had voted to return and accept wage reductions amounting to about 12½ per cent. The new scale for miners ranges from $4.75 to $5.25 a day.

Shopmen on the Pennsylvania Railroad will not strike to force the company to comply with the order of the United States Railroad Labor Board to meet with their union employes and draw up a new schedule of working agreements. The unions are to rely on American patriotism to force the roads to obey the Transportation Act.

The International Convention of the United Mine Workers of America, the largest industrial union in America with 45,000 members, will convene in Indianapolis September 20. One of its most important problems will be to devise means of meeting the resistance of the coal operators to the union's demand for a shorter work day and a higher wage rate and the method of realizing the union's program for the nationalization of mines.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
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Campbell, John R.
Carlsen, Erick

Dunne, Jack
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Daymon, Bert
Donovan, Jerry
Davidson, J. M.
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Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Einar
Erikson, Lars
Ekengren, Olaf
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Edvords, Louis

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Franzell, Arthur
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Gulliksen, Amandus
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Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Halley, Wm.
Hagen, Harald
Healey, Geo. S.
Halvorsen, Karl
Hansen, Martin
Holmen, K.
Harper, Earl
Hoed, Hans
Heggum, Louis
Harms, F.
Hefling, Jack
Halmin, Wm.
Hahnqvist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

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Jansen, R.
Johnson, Dick
Janson, John
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Jenson, James
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Johanson, Johan R.
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Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
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Larsen, Sigurd
Lambert, Ed
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Lohne, E.
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Lutton, Theod
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Lund, Eric

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Molder, John
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Rasmussen, Chr.
Rod, S.
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Rorvik, Chas.
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Reilley, Ralph
Ross, Herbert
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Westerlund, Albert
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Scarlett, J.
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Wallin, A.
Walker, A. A.

SAN FRANCISCO
Alaska Fishermen's Letter List.

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Albertsen, John
Brown, George A.
Carlson, E.
Carlsen, Ernest
Clark, Bruce
Flem, Knut
Graham, R. J.
Harji, Elmer
Hagburg, Gust.
Johansen, F. C.
Johanson, Fritz C.
Jacobsen, Emil
Karlkromoli, Steve
Lauren, William
Larsen, Theodor A.
Miner, J.
Millsson, B. E.
Olsen, Oscar Johan
Smith, R.
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Gustafson, J.
Harris, John T.
Molmberg, Trans.
Johannessen, Alf.
Johannessen, Jonas
Jackson, John
Jesperson, Martin
Lepp, Alex.
Laisel, Harry
Nielson, Chr.
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Newington, Fred
Olsson, Chas.
Pedersen, Wilhelm
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Parker, Arthur
Rengsderf, W.
Rawley, Bruce
Rubens, Chas.
Randle, C. W.
Saro, W.
Smith, C. Johan
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Smith, Emil
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Torjesen, Gunwald
Vejvada, Frank
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Andersen, John
Dominguez, Joseph
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Jarvinen, Oscar
Klingenberg, John
Kurth, Hans
Low, G.
Matson P.
Marvis, John T. -2016.
Magnunon, E. W.
Nelson, Andrew B.
Rengsdorf, W.
Robinson, Lawrence
Recione, Walter Francis
Smith, John
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Honolulu Letter List.

Freitas, Daniel
Gustafson, Erick
Yungman, W. H.
Kaine, James
Lee, Robert
Lauber, Emil
Olson, C. W.
Willardsen, Wilhelm

INFORMATION WANTED

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Albertsen, J.
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Andersen, Harold -1495
Anderson, Harry B.
Anderson, Gunnar
Arakesen, Asak
Anderson, O. G. B.
Anderson, J. N.
Anderson, A. B.
Andersson, Gust B.
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Anderson, Sam
Arnesen, Isak

Bersin, Jacob
Belmont, Joe
Baxter, Thomas A.
Balotin, Alex
Bordreaux, E. T.
Bee, Ivar
Bordell, J.
Boom, A. E.
Boyd, W. P.
Brast, K.

Capadanna, Frank
Clementsen, Alf
Crawford, Thomas
Cristen, John
Carroll, Kenneth
Carr, Robert R.
Calcoff, Sam
Cordeau, Thomas
Carlsen, Dick
Cormie, William
Craig, Theo
Cameron, Robert
Catherwood, Horace
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Cumalat, John H.
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Desmond, Albin
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Eliasson, George
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Harnick, Julius
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Johanson, Ed
Johansen, Carl
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Koff, Michael
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Martinson, J. L.
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Martensen, Peder
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Olson, Ed.
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Rantala, Sam
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Svensson, Erik
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Schnerenbeck, Karl
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Wilhelmson, Karl
Wennerquist, A.
Ward, Stephan
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Wilson, Edw.
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Zilla, Joseph

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Langman, William
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INFORMATION WANTED

I am representing the union men who are entitled to salvage and members of the crew of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bannock vs. Hico," "Bannock vs. Lake Girth," "Western Glen vs. City of Fort Worth," "Bakersfield vs. Eastern Sailor," "Baddacock vs. J. P. Penrose," "Beaumont vs. Baladan," "Cathwood vs. Hico," "Castletown vs. Polar Bear," "Chester Valley vs. Campbello," "Cripple Creek vs. Dvergso," "Coushatta vs. Davidson County," "Clairton vs. Buffalo Bridge," "Cacique vs. Cartagena," "Delavan vs. Pennsylvania," "Delana vs. Nevasco," "Devolente vs. Winova County," "Donnell vs. Irish," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Fariston," "Eastside vs. Volunteer," "East Indian vs. Lake Flag," "Eastern Sun vs. Jekyle," "Elmsport vs. Red Mountain," "Edgecomb vs. Issaquena," "Gypson Prince vs. Quee Makoning," "Bargoyle vs. Theresa Horn," "Gulfland vs. Shawmut," "Glenwnite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Pratt vs. Irish" (two cases), "Intan vs. Putnam," "Ida vs. West Hepburn," "Kennebec vs. Thomas L. Wand," "Lake Strabo vs. Lake Franconia," "Elmsmere vs. Polybius," "Louisiana vs. Taliac," "Lake Freezeout vs. Liberty," "Moosehausic vs. Jene L. Summerville," "Monassa vs. Eastern Queen," "New Briton vs. Braebrun," "Orcas vs. Johnson City," "Pawlet vs. Jana," "St. Charles vs. Tee," "Shannock vs. Devo," "Sutransco vs. Swedco," "Sangamon vs. Farnum," "Tollard vs. Gunston Hall," "Tunica vs. Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "West Segovia vs. Wampum," "Wilkes Berre vs. Sawyer," "Westmoreland vs. Mulpua," "Westchester vs. Faraby," "Western Comet vs. Nesco," "Western Pride vs. War Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Chipchung," "West Lashway vs. Davidson County," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Youngstown vs. Quidnic," "Cold Spring vs. Lycoming," Benoni vs. West Hargrave," "West Harcuver vs. Ozaukee," "Western Glen vs. City of Forth Worth." S. B. Axtell, 9 State St., N. Y. 3-29-21

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Emil Nagard, 2438 Folsom street, San Francisco, California, is anxious to ascertain the whereabouts of his brother, Joseph Louis Nagard, a member of the Marine Firemen's Union of the Pacific, last heard of at San Francisco, January, 1919. 8-3-21

James Kenney of Philadelphia, last seen in Pennarth, Wales, is inquired for by V. McMahon, 96 Plain street, Providence, R. I. 6-1-21

World's Workers

Striking Japanese shipyard workers have decided to resume work on the strength of a preliminary compromise settlement which gives the workers a voice in the mechanical direction of the plants.

Trade Commissioner W. J. Page, reporting from London under recent date, states that "For the first time since the beginning of the British coal strike on April 1, there is a considerable and gratifying decrease to record in the figures of the unemployed throughout the country."

According to figures from the Polish Ministry of Labor, the number of unemployed in cities and towns of former Russian Poland and Western Galicia on May 1 was 130,000, mainly in the Warsaw and Lodz districts and chiefly among the unskilled laborers, the textile workers, and those employed in the metal industries. No figures for other districts are available and none at all for agricultural workers.

The Australian Workers' Union, the largest union in the commonwealth, acting on behalf of its agricultural branch, has served its demands on fruit growers, canners and packers, which calls for a wage for general adult labor of £6 weekly. Skilled workers, pruners, grafters, butlers and cooks, it assesses at £8 ($40) per week, with "keep" in each case. Hours are to be forty weekly, with no work on Saturday afternoon. Traveling expenses to and from the job to be paid by the employer.

The new South Wales Labor Government has opened its first State-owned butcher shop. An immediate reduction in the price of meat, ranging from 25 to 50 per cent, followed. To compete with the State shop, private meat sellers were forced to make similar reductions. Even with these reductions, the State shop showed a profit of $250 for the first week. The State plans to open shops in every large center around Sydney and force private sellers to give cheap meant to the public.

Adherents of the Third Internationale were recently defeated in France by a very narrow majority in a vote taken by the National Labor Convention at Lille. The final vote stood 1325 for Moscow affiliation, while the opposition registered 1572 votes. President Jouhaux of the Confederation Generale du Travail, who is a bitter opponent of the Moscow adherents, spoke for five hours in reply to over fifty Communist orators who favored making the French labor movement an agent for a revolution in France.

The Union of German Metal Workers is the largest trade union in Germany and includes more than 1,600,000 members. This union has a statistical bureau which has recently collected statistics of wages and of cost of living in the metal industry, including in its investigation about 2,300,000 workers. It has published the results of its investigation in the Metallarbeiter, which is the official union organ. According to statistics, about 63 per cent of these workers are receiving wages which are more than 800 per cent greater than those of 1914, about 36 per cent are receiving wages from 500 to 800 per cent greater than in 1914, and the remainder are receiving wages which have not increased as much as 500 per cent since 1914.

Domestic and Naval

The steam schooner "Mukilteo" occupied twenty days to make her last trip to Puget Sound from San Francisco with the barkentine "Thomas P. Emigh" in tow.

The Sheppard-Towner Maternity and Infancy Bill, for Federal and State aid for maternity and infancy hygiene, was passed by the United States Senate and is now pending before the House of Representatives. Seven Senators voted against it.

The International Mercantile Marine Company and its subsidiaries earned $12,782,178 in 1920—a decrease of $4,962,753, as compared with figures for 1919, said the annual report recently made public. The company's total surplus was given as $30,556,973.

Madrid despatches state that the United States Shipping Board steamer "Black Arrow" sank last week off Cape Villene, on the west coast of Spain. The crew and passengers were saved, but it was thought the ship and cargo were a total loss. The steamer was bound for Santander from Havana.

Governor J. J. Blaine of Wisconsin has declared for Government control and operation of coal mines, in a letter to Fred A. Baxter, mayor of Superior, Wis., who petitioned Governor Blaine to call a conference of Governors of a number of Western States to discuss the coal situation.

The superdreadnaught "California" will be taken from Mare Island and placed in the Hunter's Point drydock on August 22. Five tugs of the San Francisco Tugboat Company will be used in moving the giant fighter. Included in the work that will be done on the California will be the installation of her propellers. How long the vessel will be on the ways is indefinite, but upon her release she will be ready for sea duty. Sighting of the "California's" turrets will also be made, while the craft is in drydock.

The House Immigration Committee believes it will solve the Hawaiian labor problem by changing the bill that would permit the importation of Chinese and making it authorize the importation of Filipinos and Porto Ricans into the Hawaiian Isles instead. The plan tentatively agreed upon would provide for a commission to have charge of the importations. This change in the plans would provide the Hawaiian plantations with the labor they need and might silence the objection of those who feared the importation of Chinese to Hawaii would lead to their importation later to the mainland of the United States.

The Union Iron Works has been awarded the contract for repairing and alterations on the Pacific Mail liner "Golden State." They were the low bidders, with a cost estimate of $71,000. Bids for the work were received by the United States Shipping Board and the award was granted recently. Contract for the repairs to the "Golden State" makes a total expenditure by the Shipping Board of nearly a quarter of a million dollars within a week on the Pacific Coast on two vessels. Recently the Todd shipyards of Seattle was ordered by the board to proceed with the reconditioning of the liner "Wenatchee" at a cost of $155,000.

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Deposits	67,792,431.14
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,591,000.00
Employees' Pension Fund	357,157.85

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INFORMATION WANTED

Mrs. Dan Fortune, 49 Reid street, is anxious to ascertain the whereabouts of her son, Dan Fortune, a member of the Marine Firemen's Union of the Atlantic. Anyone knowing his whereabouts will confer a great favor by communicating with his widowed mother. 7-13-21

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Anyone knowing the whereabouts of Joseph Bert Riese, a native of Cleveland, Ohio, last heard of December 1, 1919, in Savannah, Ga., when he shipped on the SS. "West Apaim," please communicate with his mother, Mrs. Joseph Riese, 4120 Bailey avenue, Cleveland, O. 6-29-21

Anyone knowing the whereabouts of Olaf Erling Hendriksen, a native of Norway, age 33, last heard from on the Atlantic Coast, kindly communicate with his brother, Albert Hendriksen, Aalo Post Office, Christiansand, Norway. 6-1-21

Christian Strandquist, Eastern and Gulf Sailors' Association, 1710 Thames street, Baltimore, Md., is anxious to ascertain the whereabouts of his brother, Louis Strandquist, a native of Drammen, Norway. Anyone knowing his whereabouts will please communicate with the above named. 8-17-21

Anyone knowing the whereabouts of Charles Petersen, a native of Bergen, Norway, last heard of in 1916, address P. O. Box 673, Juneau, Alaska. His father, Peter Iverson, is anxious to hear from him. Kindly communicate with A. Johnsen, P. O. Box 65, Seattle, Wash. 7-20-21

Mrs. L. Greenberg, 31 Lambert street, Roxbury, Mass., is anxious to ascertain as to the whereabouts of Charles Kasak, a member of the Marine Firemen's Union of the Atlantic, last heard of in New York, October, 118. 6-22-21

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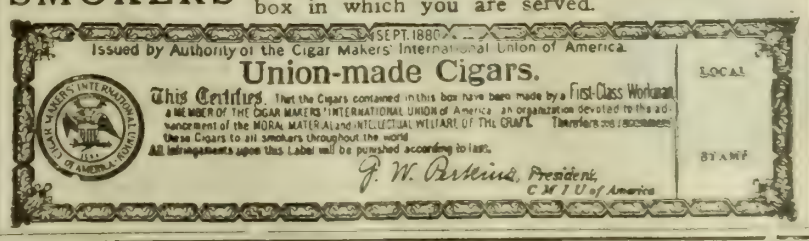

News from Abroad

Last week fires were raging in eighteen oil wells in the suburbs of Batum, the great oil center in Asiatic Russia.

Polish bands crossed the Upper Silesian frontier recently near Rosenberg, but they were driven back after an encounter with the police and British troops. The latter suffered some losses.

The Norwegian steamship "Bergensfjord" finally limped into Christiania last week from New York, having been damaged by hitting an iceberg off Cape Race at 3 o'clock in the morning during a dense fog.

Unanimous approval of the peace resolution adopted by the United States Congress early in July has been voted by the Hungarian National Assembly. The Government is authorized to negotiate a treaty of peace with Washington.

Both the British and French Governments are reported to be making vigorous representations at Washington in behalf of recognition for President Obregon's government of Mexico. Important interests are kept in serious jeopardy because of the chaotic state south of the Rio Grande.

All the military papers, correspondence and diplomatic documents of Field Marshal Earl Haig have been consigned to the British Museum, under seal, and are not to be opened until 1940. It is recommended that Lord Kitchener's documents be placed under seal until 1980.

In renouncement of her scheme to expand the merchant marine, France is disposing of many wooden ships, built in the United States during the war. In a liquidation sale just opened by the French Government, all commercial ships, belonging to the State or likely to become its property are included; also transports, supply and coal vessels.

The Aftenpostin has received a dispatch from Hammerfest, the northernmost town of Europe, which reports that the expedition sent by the State Council last August to rescue Knudsen and Tessen, who were reported as missing from the last Amundsen North Polar expedition, has returned without finding any trace of the two men at Cape Wild, where they were supposed to have been.

The Lloyd Brasileiro Steamship Co., an official line connected with the Brazilian Government, has recently opened a co-operative store for the sale of foodstuffs and other articles of prime necessity to the employes of the company. It is hoped that this step will reduce the cost of living for the Lloyd employes and place the national merchant marine on a sounder footing.

Under the Motherhood Endowment Bill, introduced by the New South Wales Labor Government, widows are to receive a State pension of $2.50 per week—making in all $5.50 per week. Parents are to receive payment of $1.50 per week on account of each child in excess of two. No payment will be made in respect to children over the age of fourteen, and there will be a limitation in regard to incomes—the payment being arranged on a sliding scale and closing when the parents' income is brought up to more than $30 per week.

With the Wits

About the first of the month the mail becomes more deadly than the female.—Binghamton Sun.

If we are to have a naval holiday, let it be understood that the officers are not to go visiting and talk too much.—Baltimore Evening Sun.

"Wouldn't you like to go abroad?"

"What for?"

"Why—er—to absorb atmosphere."

"Atmosphere, eh? There's plenty of that in Cuba."

Don't Need 'Em Now—"Where dj'yer git them clips, Peter?"

"Aw! Me father used 'em 'thold de ladies' skirts while he shined their shoes. He's bought an eye-shade now!"

City Youth—What's that the calf is licking?

Cow Farmer—That's rock salt, my boy.

City Youth—Go on! I've often wondered how corn-beef was made! —Sydney Bulletin.

Charlotte—Saw Joe at the movies with Mabel Saturday night. Aren't you keeping company with him now?

Gladys—No. I asked him if he liked her better than me and he said yes—so I threw him over.—Life.

Bobby was playing with his mother's opera glasses, and happening to look at her through the big end he exclaimed:

"Oh, mamma! You are so far away you look like a distant relative!"

"Whisky has ruined the reputation of many men."

"Yes," replied Broncho Bob, "and at the same time, I ain't so sure that a lot of naturally no-account men haven't done their share to ruin the reputation of whisky."—Columbia Jester.

"Some men," remarked the admirer of poetry, "go into politics with the idea of leaving footprints on the sands of time."

"Some do," replied Senator Sorghum. "And others are lucky if they get out without having their thumbprints taken." — Washington Star.

"Do you consider the horseshoe an emblem of luck?"

"Can't say I do. I stepped on one, stuck a nail in my foot, and took lockjaw. The doctor had to knock out four of my teeth to feed me. I swallowed one, it caused appendicitis. The surgeon sewed me up with his tool kit inside. Now he's going to sue me because I refuse to allow him to recover it. Also I was acquainted with a man who had his skull crushed with a horseshoe attached to the business end of a Missouri mule. Can't say they're lucky."

"Who is that poor fellow with the guards watching him?" asked the visitor to the penitentiary.

"Oh, he's a desperate criminal," replied the warden. "He is doing twenty years. He wrecked a train."

"And who is that trusty who seems to have so many privileges?" asked the visitor.

"Oh, he's a financier," replied the warden. "He's doing two years. He wrecked a railroad."

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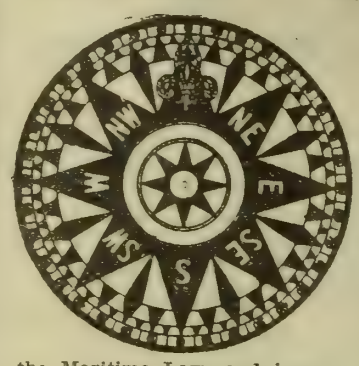

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XXXIV, No. 51. SAN FRANCISCO, WEDNESDAY, AUGUST 24, 1921. Whole No. 1767.

SEAMEN AND DISCIPLINE

Officer's Complaint Reveals Conditions in Merchant Marine

A Mate's Tale of Woe

Some short time ago Silas B. Axtell, attorney of New York, favored the Journal with the following interesting correspondence:

Editor of the Seamen's Journal.

Dear Sir:—Enclosed herewith is a very interesting letter which I received from William Fieldman, mate of the S. S. "Haddon." It is dated, as you see, from Constantinople.

Would it not be a good idea to publish this letter just as it is? Here is, apparently, an officer of the old school who is trying to readjust himself to new conditions. Evidently he is a benevolent autocrat, if he is an autocrat. I think it would do many of our comrades good to read this letter.

Sailors should realize that they may be mates themselves some day and they should put themselves in the place of the captain and first officer once in a while, especially when they get a master who is decent. Give a good captain and mate a chance to make good. If they do not, those men will be superseded by bullies. In the long run, of course, if we cannot make a success of operating the ships under our comparatively liberal Seamen's Act, then the operation of ships will sink back into the hands of those who use more brutal methods.

I enclose copy of my letter to Mr. Fieldman. You can publish that letter and this one, too, if you want to.

Yours very truly,

S. B. AXTELL.

(Copy)

Constantinople.

Mr. Silas B. Axtell.

Dear Sir:—Your admirable little book, "Rights and Duties of Merchant Seamen," should be in the possession of every person following the sea.

Having followed the sea for nearly thirty years and served as a sailor when sailors had practically no rights, when wages were small and treatment of them was brutal and often unbelievable, no person felt more grateful to those men who caused the passage of the Seamen's Act than I.

But upon my return to the Merchant Marine after ten years in the Government service, I was surprised to find a number—yes, sir, a large number of men—who were, and still are, exceeding the bounds of rational conduct when in foreign ports.

It appears as if these men see only the word "rights," and the word "duties" is invisible to them.

In most instances officers are to blame for the actions of their men, and these officers—themselves violators of rules and regulations—are the ones who make it practically impossible for any one officer to maintain discipline and order on board ship while in foreign ports.

There is, also, at the present time, a number of men in possession of A. B. seamen's certificates who are NOT entitled to have them, and not able to perform the duties of a sailor, creating discontent among the good men, for as a rule these men, having procured the certificates by fraud, are undesirable in numerous other ways.

They are the ones who shirk their duties, impose upon their shipmates and disregard law and order.

Their ignorance of the work on board ship would, in most cases, be overlooked if they were willing to work and learn. But, while they know little or nothing about ship's work, they seem to know all about their rights and can generally quote the law in a manner which tends to impress the better men, and in spite of their shortcomings they are considered "regular guys." They are the men causing trouble to the unions as well.

Of course, there are cases where good men get into difficulties, but as a rule it is through those law-quoting "misfits." They are the ones who pay to get outbound ships, thereby taking good men's places. This statement is based on reports received by me from men who know and who are very bitter against this existing evil. Please investigate at your convenience.

It is usually a reflection on the mate if his ship arrives home in a condition which causes people to think that she has been picked up at sea and towed in.

But when the crew goes ashore in a foreign port, remains away from the ship for days—yes, sir, in many cases they do not return until the ship is ready for sea again—when one cannot obtain men to do the work required in port (there is work which cannot be performed at sea), when they inform you that the good time they had while ashore was worth the fine imposed by law—usually two days' pay for each day's absence—then you will understand why the ship is not presentable on reaching home ports.

Often members of the crew return on board under the influence of liquor, using insulting, obscene and threatening language to officers—and as for relieving them of their liquor, which they brazenly carry on board with them, that, my dear sir, has the same effect on them as the waving of a red flag has on a bull.

Whatever reports you might have received about misconduct by crews from American ships in foreign ports, I'm sorry to say, have not been exaggerated. As for anyone attempting to repeal the Seamen's Act, that would be an injustice to the good men, but something must be done, and, in my opinion, it can only be accomplished by the men themselves.

It is an established fact that Americans are now heartily disliked throughout the world, thanks to the actions of those misrepresentatives when ashore in foreign ports, and too often a nation is judged by the actions of a few.

Having the welfare of the Merchant Marine at heart, as I know you have, you can readily see how a man, having survived the hard days at sea and later spent years among discipline and order, feel under existing conditions.

Upon my return home, I would be pleased to have an interview with you.

Sincerely yours,

WILLIAM FIELDMAN,
S. S. "Haddon."

P. S.

Extract From "Rights and Duties of Merchant Seamen."

"It is not the intention of Congress to encourage you in thriftlessness and careless use of your money in foreign ports."

"You are expected, as men, to live up to the terms of the contracts you make, so far as the law requires it."

"A seaman who goes ashore, gets drunk or otherwise delays the ship or the ship's work in a foreign port is abusing the liberty given to him and merits the severest condemnation of his fellow workmen. Your whole future liberty in the handling of yourselves and the freedom of all seamen of the world as well is at stake; much depends upon your conduct. It is up to you to prove that the trust and confidence which the people of America have placed in you, has not been misplaced."

WILLIAM FIELDMAN,
Mate S. S. "Haddon."

A copy of above posted did not have the expected or desired effect; in fact, the former offenders repeated their act, and it was only upon advice from the U. S. Consul in Constantinople that one member of the crew was taken back after deserting ship and remaining away for six days.

Two members of the crew were detained two days ashore by the local authorities and fined $100 and $50, respectively, while nine other offenders grace the leaves of the official log. Fatherly admonition by the captain and yours truly. Logging and the appeal above seems to be "love's labor lost," and a person is often tempted to use strenuous methods which, while I'm sure it would work wonders in this case, is prohibited by law—and being a law-abiding citizen even under provocation, I still hesitate enjoining the crowd, saying: "Oh, what's the use?"

Mr. William Fieldman.

Dear Sir:—I received your very interesting letter of recent date, and I am going to take the liberty of sending it to the editor of the Seamen's Journal for publication. I do not believe that you would have any objections.

What you say about the conduct of crews in foreign ports is, no doubt, true. I have no reasons for doubting your word. From my point of view, more or less disorderly conduct is to be expected from crews under existing conditions, part of which is due to the fact that they have emancipated, and just like the slaves of the South, they sometimes mistake liberty for license. One who never had a thing does not know how to use it. A pressure has been released. It had to come, however, if life at sea was to be made attractive to the new gen-

eration. It had to come if Americans were to be induced to go to sea.

As a matter of fact, the loss that will ensue in time and money to the public, through the delay of vessels and inconvenience and annoyance that officers will suffer through the reckless conduct of some sailors, will nowhere near equal the wrong, injustice, pain and suffering which would have followed had the old order of things been kept going.

The second element that enters into the present disorder is the fact that we have comparative prohibition in the United States and all the liquor you want on board ship, in foreign ports and on shore.

A sailor cannot lift himself by his bootstraps any more than another man can, but by changing the environments, the decent human being who starts going to sea has got a better chance to keep decent. I hope you will live to see the day when it will be possible to get plenty of able, intelligent, orderly and efficient American sailors.

The officers, agents and delegates of the Seamen's Union are, for the most part, trying to instill into the men comprehension of their duties as well as their rights, but I am not going to feel badly if they do for a time have a better conception of their rights than they used to have.

Yours very truly,
SILAS B. AXTELL.

The foregoing can be reviewed from many angles. There is no doubt that the mate's letter expresses sentiments in accord with "old school" ideas, and these opinions have not been improved by ten years' hibernation in Government service; which would be a tutorship in accordance with that which fulfilled the education of Admiral Benson. Therefore, consideration for the rights of "common seamen" can only be expected to be somewhat limited.

Although a benevolent or sympathetic strain is intended to run through the dismal wail, real character is revealed by the weight of fines and punishments imposed upon the reputed disobedient and unfortunate crew; also, the postscript gives the final insight into the kindly (?) regard of this "benevolent autocrat" for his crew. The statement that he "was often tempted to use strenuous methods" shows that it was only fear of consequences which prevented the worthy gentleman from exercising methods of the old-time "bucko."

Viewed from another angle, though carefully camouflaged, it could be regarded as a cunning slap at the Seamen's Act, and suggests an intent to give aid and comfort to those opposed to its provisions; in fact, it has an appearance of preparation for future attack.

In his indignation, however, Mr. Fieldman relieves himself of some bold statements and broad assertions. After stating that most of the fault lies with ship's officers, he asserts that "There is also at the present time a number of men in possession of A. B. seamen's cerificates who are not entitled to have them"; also that "as a rule these men, having secured the certificates by fraud, are undesirable in numerous other ways."

These revelations are worthy of note and consideration, as they not only condemn the vessel operators as violators of law, but they reflect seriously upon the honesty and capabilities of certain Government officials; leaving an impression that self-interest or prejudice tends to wholesale disregard of official duty where shipowners' interests seem to be better served by law evasion.

If the mate suffered inconvenience from an undisciplined and inefficient crew, there is nothing at present—under the conditions as brought about by the American shipowners—that would intimate any improvement in the near future.

The statement by Attorney Axtell that "the officers, agents and delegates of the Seamen's Union are for the most part trying to instil into the men comprehension of their duties" is true and to the point.

But these educational efforts have been brought to sudden termination by the American shipowners and the Shipping Board; which, under the administration of Admiral Benson, "used all the resources at its command" to destroy the Seamen's Unions, thereby degrading instead of raising the standard of American seamanship.

For the present, we can give but little consolation to the mate who felt like adopting strenuous methods, and prospects for efficient and disciplined men in the personnel of our merchant service have not been enhanced by retarding the efforts of the Seamen's Unions.

The world's largest hangar, 803 feet long, 264 feet wide and 195 feet high, which will house the two great United States Navy dirigibles, the ZR-1 and ZR-2, near completion at Lakehurst, N. J. The ZR-1 is under construction at the League Island Navy Yard, Philadelphia, and the ZR-2 is in England.

LABOR UNIONS OF FRANCE

The following comprehensive review of the French labor situation by Ira W. Bird appeared in a recent issue of Justice, the official organ of the International Ladies' Garment Workers' Union. It reveals the fact that after years of struggle and sacrifice, the French workers were affected in detrimental manner by the war, and the General Confederation of Labor faces a critical period.

Although the dissolution of the French Confédération Générale du Travail (General Confederation of Labor) was ordered by a magistrate's court on January 30 of this year, the great labor organization is doing business as though there had been no attempt to crush it in the reactionary law courts. An appeal has been made to a higher court, and all labor officials are confident that the appeal will be won. But, even if the appeal is not won, there is no force strong enough to dislodge the organized workers of France.

The Confederation is an organization of recent origin, but it has the ideals and aims of the workers of many generations. When individualism and the right of property were proclaimed at the time of the Revolution in 1789 the formation of capitalism was permitted, and with the development of capitalism, came the development and growth of the proletariat. At an early period in its development the proletariat tried to rebel in the uprisings of 1830, 1832 and 1848. The Second Empire, a period of intense industrialism, found the workers becoming so class-conscious that the right of organization—forbidden by the law of 1791—was recognized by law. The Commune was also a fight of the proletariat against capitalism from certain aspects, but the actual formation of trade unions (sydicates) did not come until some time later.

First Failures

The first attempt at grouping the unions of different industrial centers into national federations failed because of rivalry and internal dissension. Nevertheless, even if the national and regional federations did not last long, an organization was formed which was to play a great role in the trade union movement. The unions of each industrial center, often aided by the municipalities, grouped themselves together and constituted a Bourse du Travail (Central Labor Union). After the formation of the Bourse du Travail of Paris in 1887, other cities followed the example, and in ten years there were many such central labor bodies.

In 1892 ten of the municipal central labor bodies federated to form the Federation of Chambers of Labor. In 1895, with the aid of the Federation of Chambers of Labor, the General Confederation of Labor was formed at a congress at Limoges. Though the name of the General Confederation has remained the same to the present, its form has been greatly modified since the formation of the first organization. The solidarity of the workers of France was gained in 1902 at a congress at Montpelier, when the Federation of Chambers of Labor joined the General Confederation. The growth of the labor movement in France after that congress is shown by the following membership reports to the congresses: In 1904, 200,000; 1906, 250,000; 1908, 300,000; 1910, 450,000; 1912, 600,000; 1918, 800,000; 1919, 2,000,000; 1920, 2,500,000.

Effects of Depression

Since 1920 there has been a great loss in union membership, due partly to the crisis in all industries and due partly to the internal strife caused by the Communists. In a time of great unemployment, with millions out of work, the members of the trade unions are not interested in the quarrels between the Communists and the Socialists. Hundreds of thousands have been disgusted by the tactics of the Communists and have left the organizations. There are only 1,500,000 members of the General Federation of Labor today, 1,000,000 having been temporarily lost because of the industrial depression and the internal fights.

War Halts Organization

During the first months of the World War the trade union movement was completely halted, except at Paris and other large industrial centers. In 1915 there was a resumption of activity, accentuated in 1916 by the return of the oldest military classes to the front and by the return of the metal workers to the shops. The activity became more intense in 1917, because the high cost of living brought into the trade unions many elements which had remained outside. At the 1918 congress there were present twice as many delegates as had ever been gathered for a Confederation congress. The organization was greatly strengthened through a modification of the statutes which completed the decentralized character of the General Confederation and assured the direct representation of the member unions, giving them guarantees of strength and safety.

At the Amiens congress in 1906 the General Confederation adopted a resolution affirming its separation from all political groups. The old Federation of Chambers of Labor disappeared as the General Confederation continued, but a new form of organization of local unions by regions sprang up in the form of Departmental Unions. The French Department is similar to a State in the United States and a Departmental Union is similar to a State Federation of Labor.

Industrial Independence

The Chambers of Labor often found themselves dependent on the municipalities, from which they received subsidies intended for the maintenance of the headquarters. To get rid of this supervision the unions grouped themselves into Departmental Unions. This form of organization becoming general, the Departmental Unions were permitted to participate in the Havre congress of the General Confederation in 1912. These Departmental Unions were created to form a bond between the workers of each Department of France, but they also undertook special propaganda or action for the General Confederation. The Departmental Unions are guided by an executive committee and a general committee. Each year a congress is held, at which appear delegates from all member unions.

Since the congress at Havre in 1912 the General Confederation of Labor has demanded that all unions belong both to the national trade or industrial federation and to the Departmental Unions. The con-

gress at Montpelier in 1902 ordered the local unions to belong to the Chambers of Labor or to a regional union. It is this double method of grouping which makes the French labor movement different from others. On one hand there is the national centralization of trade or industrial organizations and on the other hand there is the decentralization and freedom of regional action obtained by autonomous grouping of all the local unions of each Department in a single organization. It is this double form which assures the trade and industrial federations the safety of organization interests and the recruiting of members on the basis of trade and permits the Departmental Unions to enter what might be termed political activity, such as propaganda for socialization of industries.

The General Confederation of Labor holds a congress every two years, uniting all local unions, national federations and Departmental federations. After the financial report, there is discussion and action on the work of the past two years. Each local union has but one vote, regardless of the number of members. After passing on the activities since the last congress, the delegates have the most complete liberty to bring up propositions which they desire adopted by the congress.

Between congresses the administration of the General Confederation is carried on through meetings of the delegates of the national federations and Departmental Unions. These meetings are usually held every three months. These meetings constitute the Confederal National Committee.

Hostile Elements

Constituted in the midst of many difficulties, due to the hostility of the Government, the importance of the workers, and the ill-will of the politicial organizations who did not wish to see the Confederation lead the workers beyond their influence, the General Confederation of Labor was not very effective in the beginning. But the vigor of its action and the solidarity of its membership caused it to become the center of the labor movement of France. In 1920, at the Congress at Orleans, the General Confederation had representatives present from 2238 local unions and forty-four national trade and industrial federations. Departmental unions exist in all Departments except those of Lozère and Hautes-Alps.

Just as each one of the trade or industrial federations is grouped into an international body, the General Confederation of Labor is affiliated with the national central labor organizations of other countries in the International Trades Union, which has headquarters at Amsterdam.

One of the most important actions of the General Confederation, which may lead to remarkable changes in the economic life of France, was the creation of the Economic Council of Labor at the 1919 congress. This Council was created with the approval of the National Federation of Co-operatives, the Federation of State Employes, and the Union of Technicians of Industry, Commerce and Agriculture. This organization has been studying methods of economic change of all railroads and mines, to be supervised in the beginning by boards of directors on which are representatives of the workers, capitalists and the State.

France is in such a critical plight, with the complete collapse of capitalism, the depreciation of her money because of the bankruptcy of the State, and actual starvation of hundreds of thousands of men and women in the economic depression, that there appears to be only one group with the courage to lead the nation from complete destruction. But the workers' organization will not rescue the profiteers and other capitalists for another orgy of exploitation of the masses. If the General Confederation of Labor is permitted to put through its program for socialization of the nation's industries, the capitalists will be thrown from the workers' backs for all time.

NOVA SCOTIA FISHING SLACK

The fishing industry of Nova Scotia for the present season has not measured up to the standard of the past few years. Owing to the low prices obtained last year a smaller number of vessels engaged in the Bank fishing, and as a consequence smaller quantities of fish have been landed. During the spring fishing season some 65,000 quintals were landed, as against 90,000 quintals last year. However, vessels now away on their summer trip are reported to be getting good catches. The shore fishing has been fair; in fact, almost an average, and more of these fish are being dry salted than in previous years.

The price of fresh fish has been comparatively low since the beginning of the year, and dealers state they are looking forward to an improvement later in the season. Good prices have been obtained, however, for fresh mackerel, of which the catch has been fair. Salmon have been plentiful on the coast, and a larger catch than usual was taken in salt water. The catch of alewives has been considerably under the average, and there will be a scarcity of these. Fresh shad are reported to be running more freely than for several years past, the indications being that there will be a fairly good supply, although this fishery is not to be compared with what it was in previous years.

All old stocks of dried fish have been disposed of and the shippers are now prepared to handle the new fish, which are about ready for delivery. There is still a considerable stock of old fish in Newfoundland.

EARTH'S TOTAL POPULATION

According to the estimate of the statisticians of the Botha Hofkalendar, the total population of the earth is 1,699,000,000. In 1919 the almanac's estimate was 1,646,000,000.

The compilation assigns to the eastern hemisphere, including Europe, Africa, Asia and Australia, a total of 1,494,000,000 souls and to the western hemisphere—the Americas—205,000,000.

The experts figure that the average density of population of the earth is 28.5 per square mile.

Most densely populated is Europe with 114.5 persons per square mile, while Australia is most sparsely settled—2.45 persons per square mile.

In North America the average population per square mile is placed at 15.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark Street, Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adeliade, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.
Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Langgatan 25, Goteborg, Sweden.
Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.
Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.
Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.
Sociedade Uniâo dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.
Centro Marittimo dos Empregados em Camara, Rue dos Benedistinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

Pacific Coast Marine

The Shipping Board has allocated for one round trip the steamers "Celestial" and "West Greylock" to Williams, Dimond & Co., and they will sail from San Francisco to Europe September 20 and 25, respectively.

The K. Hovdon fish cannery at Monterey was destroyed by fire last week, with a loss estimated at $200,000. The management announced that the cannery will be rebuilt. Origin of the fire is unknown.

The Columbia river salmon pack this season will be about 75 per cent of that of last year, according to Carl D. Shoemaker, State master fish warden, who estimated the pack at about 340,000 cases.

The Japanese steamer "Durham" from Yokohama was libeled upon arrival at San Francisco last week, causing a delay in departure. The libel was placed on the steamer by an Eastern firm when the vessel called in port for bunkering.

The steamer "Canadian Exporter," which stranded off Willapa Harbor, several months ago, has been looted of everything movable. Captain Winbeck of the North Cove Coast Guards has salved an approximate of $7000 worth of equipment, including the wireless apparatus, and he blames fishermen for the looting.

Evidence was adduced at the inquiry into the sinking of the Canadian Government merchant marine steamer "Canadian Exporter" on Willapa bar that the compasses were in good condition despite Captain Bradley's complaints, and also that the man who was steering was a greenhorn, knew nothing about it.

The motorship "Margaret" and the bark "St. Katherine," owned by the Red Salmon Canning Company, departed from Ugashik, Alaska, last week for San Francisco. The ships are loaded to the Plimsoll marks with salmon. Two other salmon ships of the company have also left Alaska for this port.

Little activity appears in the charter market on the Pacific Coast, either for grain or lumber, although a revival is expected shortly in the former trade. The Japanese steamer "Taiby Maru," 4485 tons, has been taken by Kerr, Gifford & Co. to load wheat at Portland for the United Kingdom, but this is believed to have been closed several weeks ago when Japanese tonnage was being offered freely.

Several schooners are being outfitted at Vancouver, B. C., for trips to Mexico, and recently old sailing schooners which have been lying in the boneyard at Victoria for years have been requisitioned and are being supplied for voyages to Mexico. Whether it is the liquor carrying trade between here and Mexico or the way points that is paying can be learned only by the United States revenue cutters, as it is legal to ship liquor from this port.

Belief that the 1921 albacore packing season in Southen California will not last beyond September 1 was expressed by officers of the San Diego Packers' Association. The fish were running heavily when the fishermen started out for the season after a long delay, due to disagreement with the packers over prices, but now are said to be running poorly. Canneries are cooking and packing only two days a week. Some canners men predicted that this season's pack would be 150,000 cases short of normal.

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SEAMEN! WATCH FOR DEVELOPMENTS.

See Our Weekly Reports Posted in All Union Halls.

I have said that I would never be attorney for shipowners, until the seamen were shipowners. One of the purposes of my visit to Europe this summer is to acquire knowledge as to shipping conditions abroad and particularly to ascertain with what degree of success the seamen of Italy are operating ships.

Any seamen, who, with a view to becoming shipowners some time, are willing to form "a Seamen's Society for Savings" and will pledge to save one-fourth of their wages over their board and lodging per annum, said savings to be put in a depository that they themselves may select, please communicate with the undersigned.

SILAS B. AXTELL, 9 State St., New York City

Portland, Or., Letter List.

Ahlstrom, Ellis
Ahlstrom, Kilian F.
Apinaitis, Antony
Anderson, J. A.
Amundsen, Ben
Allen, I. J.
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Walter, E.
Wallace, Chess C.
Witravamen, Geo.
Warnick, A. D.
Walters, Fred L.
Wohn, Otle
Wolff, Herbert
Wood, E. E.
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Wurtanen, Frans
Willey, Edward
York, Chas. E.

REGISTERED LETTERS

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Behmar, Joe
Delgado, Nazario
Worgaard, H.

PACKAGES

Adams, H. C.
Heaps, James
La Born, Roy
Okasski, Wellington
Scarthland, Gunnar
Williams, Edward

ALBERT MICHELSON, Attorney-at-law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg. Telephone Douglas 1058. Residence Phone Prospect 2908.

INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen, Agent.

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I. 4-27-21

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y. 4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921. 2-16-21

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919, please report or communicate with me at once. S. B. Axtell, Nine State street, New York. 4-20-21

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INFORMATION WANTED

Brother of Carl Wohmar Holm, a native of Isle of Nargem, Esthonia, born 1888, last heard of at Newport, Monmouthshire, England, on an American ship in 1916. Kindly communicate with Erik Kristian Holm, care National Sailors' and Firemen's Union, 9 Dubois street, Antwerp, Belgium. 7-27-21

Mrs. Margareth Watson is anxious to ascertain the whereabouts of her husband, John Watson, who left Seattle on board the S. S. "Jadden," and was then heard from in June, 1920, on board the S. S. "Quaker City," at Philadelphia. Anyone knowing his whereabouts, kindly communicate with his wife at 3420 Thirty-ninth avenue S. W., Seattle, Wash. 6-22-21

You Want the Truth

This year there will be stirring times in the Nation. Under government censorship it is increasingly difficult for the average man to get the real meaning of the social and political movements of the day.

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Weekly News Letter

Contributed by the American Federation of Labor

Autocracy Kills Incentive

Those contributing to production should have a part in its control.

It is fundamental for efficiency in production that the essentials of teamwork be understood and followed by all. There must be opportunity for intercourse and exchange of viewpoints between workers and managers. It is this machinery for solving industrial problems that is fundamental.

There must be given to each individual a voice in the shaping of his life, and this right must extend to the workers in their organized capacity to be exercised through their chosen representatives.

Industry today requires greater democracy in order to give to the workers full voice in assisting in this direction.

It requires more intelligent management and acceptance of the principle that production is for service and not for profit alone.

It requires full and free acceptance and use of the best that invention has to offer.

It requires bold and audacious reconstruction of method and process in the conduct of basic industries.

Labor does not oppose introduction of improved methods in industry. It courts and encourages improvements in processes and in machinery. What it will always resist is the introduction of these processes and this machinery at the expense of the workers.

Proper absorption of non-producers into careful channels.

The welfare of the workers must be a paramount consideration. There can be no progress and no gain in production volume if there is not such consideration. But a greater mutuality in industry would insure proper safeguarding of the rights of workers.

Only by such methods and under such principles can there be an advance in production which does not penalize the worker for his own industriousness and for his own alertness and inventiveness.

Autocratic industry kills incentive. It punishes brilliancy of attainment. It warps the mind and drains the energy from the body. We have repeatedly condemned the principle of autocratic control of industry and we now declare that short of its complete removal from our industrial life there is no salvation and no hope of abundance in our time.

We urge the setting up of conference boards of organized workers and employers, thoroughly voluntary in character and in thorough accord with our trade union organizations, as means of promoting the democracy of industry through development of co-operative effort. We point out to employers the fact that industry, which is the life blood of our civilization, can not be made the plaything and the pawn of a few who by chance today hold control. Industry is the thing by which all must live and it must be given the opportunity to function at its best.

Labor turn-over is but one of the evils which will disappear in proportion as the workers are given voice in management. This is proven by statistics which show the lowest turn-over in those industries where the workers exercise the most effective voice by reason of the highest degree of organization.—Declaration of A. F. of L. Convention, 1921.

Huge Armament Breeds War

In his invitation to Great Britain, France, Italy and Japan to join with this country in a disarmament conference, next November, Secretary of State Hughes said that avoidable or extravagant armament is "not only without justification, but is a constant menace to the peace of the world rather than an assurance of its justification."

This is probably the hardest jolt that the jingoes have received in their campaign to militarize the country under the cloak of "preparedness."

The statement is accepted, of course, as the views of President Harding. It is in line with the views of Woodrow Wilson, when President, although at that time the theory was received with sneers by the saber rattlers who shrieked "pacifist" if a citizen ventured the opinion that huge armament breeds war.

Secretary Hughes' revival of this common sense theory brings dismay to commercial patriots, flag-waving politicians and military swashbucklers and vindicates citizens who have had their patriotism questioned because they oppose huge armament and drill sergeant rule.

Secretary Hughes' invitation makes it clear that armament expenses are too great for the world to bear. "Productive labor," he said, "is staggering under an economic burden too heavy to be borne unless the present vast public expenditures are greatly reduced. It is idle to talk of stability, or the assurance of social justice, while wasteful and unproductive outlays deprive effort of its just reward and defeat the reasonable expectation of progress."

Suggestion is made by Secretary Hughes that the conference discuss controlling "in the interest of humanity, the new agencies of warfare."

There is no question but recent developments of "the new agencies of warfare" have sobered the wildest militarist. Gases have been developed to such a point since the armistice that chemists can obliterate all form of life in large areas. The recent exhibition of airplane superiority over battleships has also awakened men to the helplessness of a $40,000,000 war vessel when attacked from above.

It is hinted that the conference may be the beginning of a league of nations in diluted form and under a different name.

Group Liberty Is Imperative

Today in industry there are few rights of fundamental value to men and women unless those rights are as available to men

(Continued on Page 9)

S. T. Hogevoll, Admiralty Lawyer, Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

International Seamen's Union of America

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(Continued on Page 11)

The Seamen's Journal

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, AUGUST 24, 1921.

JAILED FOR DESERTION

The Vancouver, B. C., press reports a case of special interest to seamen, which was decided when Judge Ruggles recently sentenced John Queen and Fred Corbett, seamen on board the steamer "Canadian Rover," to eight weeks' imprisonment for deserting the vessel at Ocean Falls. The case, in detail, is substantially as follows:

Accused signed on at Halifax, and when they arrived at Ocean Falls they quit the vessel on the grounds, as they explained in evidence, that certain of the machinery was broken, thereby entailing extra work; that the food was not up to the standard demanded in the articles, and, in the case of John Queen, that his health was not good. Queen offered to supply a substitute, but the captain refused to release him on such conditions. It was also claimed that in terms of their agreement the voyage ended at Ocean Falls.

Judge Ruggles, in reviewing the evidence, said that the articles provided for a voyage to Vancouver or any port between the limits of 75 degrees north and 65 degrees south, to and fro, as required, not exceeding a period of twelve months. It would be impossible in a case of this sort to fix the exact time at which the voyage would end or what ports the vessel would have to call at. Desertion was the act of leaving the ship without the proper consent of the commander, and there was no question about the men having done that in this case. It was true that one of them offered to provide a substitute. The Court had no idea what the captain's reasons were for not accepting the substitute, but it had nothing to do with the matter. The sailor was obliged under the terms of his contract, to remain on the ship, and he should have done so. He found that there was, beyond a doubt, desertion.

The next question was to whether desertion was justified. There was a little extra work to be done by the men on the voyage that would not relieve them in the least, nor did it entitle them to leave the ship. The chief trouble seemed to be in the disposition of the ashes in consequence of the break in the machinery. There was an attempt to show that the food was not in accordance with the scale of provisions, and the trouble seemed to have arisen through a lack of fresh meat. It was difficult to have fresh meat all the time in a passage which took them through the Panama Canal, and he could not see that there was any justification for desertion on that score. In regard to the disposition of the ashes, it had been shown that the break in the machinery occurred before leaving Halifax. The repairs were effected, but there was a renewal of the break before leaving port. The machinery could only be obtained from Collingwood, Ontario, and could not be obtained before the vessel sailed. In such a case, the break was of the same character as a breakdown at sea. If there had been anything to endanger the lives of the accused at sea, it would have been the duty of the captain to have the damage repaired, and there was a provision in the articles by which seamen are obliged to assist firemen and vice versa. This was done, according to the evidence of the captain, and so there was no justification for desertion.

The Court, in finding accused guilty, said that the maximum penalty was twelve weeks and the minimum eight weeks, the sailor to forfeit all clothes and effects on board the ship and any part of wages that might still be due. The forfeiture went along with imprisonment.

He imposed a penalty of eight weeks' imprisonment with forfeiture of their effects and wages due, amounting to about $90.

The foregoing is a striking example of the manner in which seamen can be treated under the maritime law of every other nation outside of the United States. It is an echo of conditions as they existed here before the Seamen's Act became law in 1915.

Maritime law, as it applies to other nations and to foreign seamen while outside the jurisdiction of the United States, conserves by legal procedure the last vestige of involuntary servitude.

Protected by the provisions of the La Follette Act, American seamen are no longer subject to imprisonment for desertion, and to seamen of the world the soil of the United States and all within its jurisdiction is free ground.

These humane conditions were not attained without prolonged and strenuous effort. Greater effort, with the utmost vigilance, is imperative, if we are to continue in the enjoyment of our rights as free men. We can only protect ourselves by thorough organization, therefore we must continue to strengthen our ranks in order to meet the attempts of our oppressors to keep seamen in a condition of servitude and degradation.

Although the Seamen's Act is of great benefit to those fortunate enough to come within its protection, the fight for our freedom has only begun. It will never end until seamen of all nations shall be free in every port of the seven seas. Only by unity of purpose and action can these things be accomplished.

The most powerful influence for an active intelligence is an empty stomach.

CAPITAL SCORES TWO NOTCHES

The miners' friend, Sid Hatfield, has gone.

Another brave soul has passed over the Great Divide, a martyr to the cause of labor.

With Truth we can call him brave.
He who dared defend the Right,
When Right was miscalled Wrong.
He who shrank not from the fight,
Where weak contend with strong.

They did not get him in manly fight. He was given no chance. With craven hearts his bloody murderers lured him to his death and slaughtered him as a wild beast under the very portals of an American Temple of Justice (?).

Confident in the security the place should have afforded, he walked unarmed and unafraid to an untimely end; his chum, Ed. Chambers, at his side, with a wife of barely a year holding his arm.

As the shots rang out from ambush, the two men slipped from their wives' arms and fell lifeless on the ground at their feet. American capitalism had paid off two of its grudges and removed forever two of the workers' friends.

The contemplation of these cold-blooded murders and the evidences of heinous conspiracy back of them are disturbing to the very thoughts of men.

It conjures up to view a phantasmagoria of horror. We mark the tracks of other conspiracies against American workers. We vision long lines of other assassins. We are reminded of Homestead, Cripple Creek, Cour de' Alenes, Ludlow, etc. The spectacle of colored troops torturing miners in the bull pens of Idaho while they insult the workers' wives and children glides revoltingly before us.

We can imagine the sound, like to the splitting of a board, as the butcher, Linderfelt, brought the butt of his rifle down upon the skull of Lekas, the Greek, at Ludlow, and from the holocaust of the tent colony the charred stumps of children's arms seem to appeal to the high heavens for redress.

Long armies of deformed and undernourished children of the slums seem to grin from out untimely graves like spectres of the past. Dreadful skeletons of men swinging in the wind from gibbets and trestles remind us that our boasted civilization's thin veneer has not yet conquered the wolf within. It requires the stern hand of Justice to hold the beast in check, and when Justice sleeps the brute will prowl.

And, now Sid Hatfield, the young mountaineer, has been added to the list of those sacrificed upon an altar of unsatiable greed.

Other workers, with the miners of Mingo county, realize the extent of our great loss.

Keen of eye; sure of hand; strong of heart, and true. True to manly principle and the welfare of his people, the spirited young mountaineer has been brutally done to death by a private detective and spy in the service of the coal mine owners of Mingo county.

Governor Morgan of West Virginia is receiving angry protests from all sections, many of them reminding him of the fact that he was asked to fulfil his duty, and

had promised to give Hatfield the necessary protection.

However, the Governor should feel safe and unconcerned when all circumstances are considered. As for the vicious hireling who committed the cowardly act, he is merely the tool. The responsible parties are the mine operators, and such affairs leave not even a ripple on the tranquility of their lives, due to the security they feel behind the ramparts with which conscienceless wealth surrounds itself.

If we are to survive free men we must act to stop ruthless murder of our people. To do that we must organize, agitate and by all means EDUCATE.

PROFITEERING A CRIME

The Senate of Cuba recently adopted legislation which places profiteering in the category of crime. This is the first instance where the right appraisal has been given to this contemptible practice, and it should be cheering news to the common people everywhere, who have been made victims of "dollar a year patriots," and have been mulcted and skinned by predatory interests.

However, there is a fly observable in the ointment. Can it be possible that the unsophisticated Cubans do not realize that WE have considerable interests at stake in the island? Have they no conception of what generally happens to small peoples who dare to run counter to Wall Street views and interests? Are they not acquainted with recent history of Nicaragua, Santo Domingo, Haiti, Mexico, etc. Don't they know what is happening to the Moros, our little brown dwarfs in the Philippines; or are they so childishly innocent that they do not realize it is worse than lese majeste, treason and heresy combined, to attempt restriction of profits, or to do things that do not bear the stamp of approval from Wall Street?

In the light of past performances, we can hardly believe that the Cubans are hungering for a visit from our boys who are "the first to fight," but in passing such iniquitous (?) legislation the Cuban Senate is surely creating the foundation for a sudden invasion.

STUFFING THE ROLLS

Efforts of organized labor in Australia for better conditions and a more equal distribution of the good things of life is meeting with the most powerful opposition, not only from the Australian capitalist but from the class-conscious representative of big business everywhere.

There is at present a suspicion that a quiet system of infiltration is in operation in the ranks of the organized workers of Australasia, and every despicable trick and device is used as a weapon for breaking down the solidarity of labor.

The following, which appeared in a recent issue of an Australian paper, elucidates one of the cute little tricks of the plute:

"In their frantic endeavors to defeat Labor at the next elections for the Sydney City Council elections, the anti-Labor forces are making it very plain that they will stop at nothing to achieve their ends.

"When the Council met last week, Alderman Doyle asked Lord Mayor Lambert whether his attention had been drawn to certain names in the municipal rolls recently compiled, and whether certain instructions had been given to those who had compiled the names. Other Labor aldermen also complained of the unsatisfactory manner in which the rolls had been compiled. The Lord Mayor said:

"'There has been a corrupt and deliberate attempt right throughout the city to 'stuff' the municipal rolls. It is quite obvious that there has been a conspiracy somewhere. I will take a motion that a committee of eight be appointed to inquire into the matter.'

"In the debate which followed the anti-Labor opposition in the Council made frantic endeavors to block the appointment of the committee, contending that the Lord Mayor had not power under the by-laws to appoint it. The Lord Mayor, however; would not be put off his purpose by hoary tradition or red-tape procedure. He said that his attention had been drawn to the 'extraordinarily loose way in which the lists had been compiled.' He had noticed a number of duplications, and had seen in one instance fifteen or sixteen names on the lists for one property as owners. He could quote several instances. He had taken the City Solicitor's advice, and found that no more than one person could appear as the owner of one property. There were rumors about that the rolls had been deliberately 'stuffed' and it appeared to him that there was a great deal in this allegation.

"Alderman Gilfin—From the lodgers' point of view?

"The Lord Mayor—No, from the owners' point of view. There has been a corrupt and deliberate attempt, without any doubt, to 'stuff' the rolls. There are bogus owners, bogus leaseholders, and bogus subleaseholders. Buildings have been pulled down, and there are half a dozen names down as owners of the property. I will accept a motion that a special committee be appointed to investigate the whole matter.

"Alderman Milner Stephen—You haven't the power.

"The Lord Mayor—There is nothing in the Sydney Corporation Act to prevent the Council from appointing that committee. I think that the Government's attention should be drawn to what has taken place.

"Alderman Mallett—You can't put the motion. It's not on the business paper.

"The Lord Mayor—I am going to put it, anyway.

"Alderman Milner Stephen moved to dissent from the Lord Mayor's ruling, but, on a division, he was defeated by 11 to 10.

"The original motion was carried, and a committee of eight was appointed to investigate the rolls."

In the matter of enlightenment it might be well to become acquainted with the fact that the Lord Mayor of Sydney is a strong supporter of labor, therefore taboo in so far as "big business" in that commonwealth is concerned.

Of course the capitalists are very desirous of putting the quietus upon the strength of labor politically, as well as industrially, therefore they resort to American methods.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Aug. 22, 1921.

Regular weekly meeting came to order at 7 p. m., J. Toby presiding. Secretary reported that members of the union are rapidly displacing the non-union men on board the steam schooners. Andrew Furuseth left for the East Coast last Wednesday.

R. INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

Vancouver, August 15, 1921.

Shipping and prospects dull.

R. TOWNSEND, Agent.

153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, August 15, 1921.

Shipping fair.

A. KLEMMSEN, Agent.

2016 North 30th Street. Phone Main 808.

Seattle Agency, August 15, 1921.

Shipping fair.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Phone Main 4403

Aberdeen Agency, August 15, 1921.

Shipping dull.

CHAS. OLESEN, Agent.

P. O. Box 280. Phone Main 557.

Portland Agency, August 15, 1921.

Shipping medium; prospects uncertain.

JACK ROSEN, Agent.

88½ Third Street. Phone Main 6013.

San Pedro Agency, August 15, 1921.

Shipping good.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, August 8, 1921.

Shipping picking up.

JOSEPH FALTUS, Agent.

P. O. Box 314. Phone 1930.

DIED

Feodor Irmey, No. 175, a native of Russia, age 55. Died at San Diego Calif., August 19, 1921.

Andreas Jonsen, No. 1823, a native of Norway, age 35. Died at San Francisco, Calif., August 17, 1921.

Louis Strandqvist No. 1249, a native of Norway, age 47. Died at sea on board the S. S. "Imlay," April 22, 1921.

There seems to be suggestive evidence that our Australian workers may be victims of a few Pinks, Felts, or Burns operatives, transported ostensibly for the purpose of teaching the Australians how to operate the Australian ballot system a la U. S. A.

If such is the case, we have grounds for loud and prolonged protest. They are infringing on our exclusive rights. We always nursed the belief that scientific ballot box stuffing has reached the acme of perfection in this land of the free only. In the palmy days of boss rule itinerant gin-legs could register in flocks or herds from an empty coal oil can or vacant lot.

If the Lord Mayor of Sydney is willing to accept advice from this humble source—and is desirous of preserving the purity of elections— we would suggest that he substitute for the French policy of "serchez le femme" an Australian policy of "find the Yank."

Inasmuch as he has compelled our admiration by bucking the interests, these few timely suggestions are slipped free of charge.

LABOR'S WEAK POINTS

(By Ethel Lynn, M. D.)

When factories were small and isolated, industries unorganized, and great commercial bodies unknown, strikes and boycotts by craft unions were often successful.

With the coming of great corporations and trusts with their interlocking directorates and "gentlemen's agreements," national industrial bodies and powerful banking control, the situation changed.

For a time, the masters of finance allowed union labor to exist comparatively unmolested. They were content to bribe and corrupt union officials and intrench themselves in every possible way while exploiting the farmers and unorganized workers.

Defeated in 100 Cities

Now they feel that the time is ripe to crush the unions as well. In more than a hundred organized union cities the battle has been waged and the unions have lost.

They have lost because they have been using the weapon of thirty years ago against the great, modern, industrial-war machine. They have failed to form an amalgamation of workers to meet organized capital.

Their enemies advance in solid battle array, while they have sent in one little craft-regiment at a time to be wiped out until all are defeated.

They have lost because the rank and file in the labor movement have become accustomed to sheep-like obedience to the Commands of their leaders.

Raps Leaders

In most cases, these leaders have been more interested in keeping soft jobs for themselves and in manipulating rotten political deals than in the welfare of their organizations.

In some instances, notably in New York, union leaders have co-operated with the enemies of labor to exploit the organization and the community in general.

Enormous sums are collected throughout the United States by per capita dues and assessments, but now that the struggle is on, the rank and file find themselves crippled through lack of funds.

The money collected from them through many years has been spent on big salaries and junketing trips, or has been placed beyond their reach by their national officials in banks, the heads of which are actively engaged in smashing the unions.

Hit by Own Money

Personal funds of individual workers also, forming a great aggregation of capital, are left in the banks to be utilized against the unions.

Big business, fully understanding the value of a dollar, spends millions on publicity and propaganda.

Not so the unions. No adequate use is made of even the labor press which they support.

Official journals and papers are usually given over to tiresome reports of long-winded meetings, trival gossip and inane twaddle. Heaps of such papers and magazines, their wrappers still unbroken, may often be seen piled in some out of the way corner of workingmen's homes. They are of no interest because all life and intelligence are lacking.

Much worse are the cases where labor editors are vicious and reactionary instead of being merely short-sighted and stupid.

Neglects Publicity

Then the very strength of the workers is turned against themselves, their own money is used for purposes of disruption and disorganization and their dynamic power is made into ammunition for the use of their enemies.

Neglect to use this publicity for constructive ends is on a par with the worker's neglect of one of his greatest weapons —political action.

He has been content to vote for "good fellows," "friends of labor" and political gangsters regardless of politics or principles. It has been his custom to beg, hat in hand, in legislative halls for a few crumbs. He has failed to demand his full rights and to back his demands by both political and industrial action.

The man who is so bound by custom, tradition and prejudice as to be unable to think for himself is potentially a slave. The man who thinks, yet lacks the courage to fight and suffer for his fundamental rights must lose those rights.

Labor is now overcoming such weakness. It is lining up for action and is demonstrating that solidarity so necessary for success.—S. F. Daily News.

PROPOSALS FROM GENEVA

The International Emigration Commission, composed of representatives of fifteen nations, which has been in session in Geneva, Switzerland, has adjourned after adopting a number of important resolutions, according to a cable received by Ernest Greenwood, American representative of the International Labor Office.

The most important of these resolutions, from an American viewpoint, is one which recommends the institution of a thorough examination of emigrants at the port of embarkation. This might well be accepted as a first step toward the only apparent solution of certain problems connected with the administration of American immigration laws.

It has long been recognized by immigration authorities that the only way to eliminate the hardship involved in tens of thousands of cases caused by rigid enforcement of the exclusion clauses of the law, is inspection at the source. In a majority of the cases, the immigrant applies for admission to the United States after 97 per cent of his journey has been completed. The first experience of himself and his family with the United States Immigration Service is at the end of the journey, instead of at the beginning. The family may have sold all its possessions and cut loose from all its ties in the old country. Its return to Europe is frequently only a return to a life of repressive and intolerable poverty. It has literally nothing to which to return.

In 1920 the Secretary of Labor made the following recommendation to the President and future Congress of the United States:

"Adjustments in co-operation with other Governments whereby intending emigrants from countries across the seas may apply for admission to this country before breaking up their foreign homes, and upon such application may secure the same benefits of adjudication by immigration officials, certificates by public health officials and appeals to the final authority, that are now available to them only upon arrival at our ports. A model method is in operation between this country and Canada, under which no intending immigrant from Canada need break up his Canadian home until his case has been decided in his favor by the final American authority."

In the same way, the Commissioner General of Immigration, in his report for 1919-1920, states:

"Provision should be made for the exercise of authority to be vested in the Department of State and the Department of Labor so that the enforcement of the immigration laws might be secured at the source of much of the then expected increase in immigration, this not only to meet the necessity to safeguard our country from the entrance of dangerous elements, but to save from the hardships of an ocean voyage inadmissable applicants who would find on arrival at our seaports that they must return to their former homes."

Examination of emigrants at the port of embarkation by no means solves this administrative problem completely, but it is a step forward. Most of the immigrants come from interior cities and have already broken up their homes and disposed of their possessions before reaching the port of embarkation. It does, however, adopt the so-called principle of "inspection abroad." The final solution lies in the establishment of some system of inspection in the principal centers of countries of emigration.

Among other resolutions adopted were (1) supervision over all kinds of agents interested in promoting emigration and the abolition of all emigration propaganda based on false information; (2) supervision and control, by competent authorities, of the recruiting of workmen in foreign countries, confining such recruiting to agencies authorized by the State; (3) safeguarding the state of the labor market of countries of emigration and immigration; (4) contracts containing clauses for the deduction of traveling expenses from the wages of the immigrant shall be declared null and void by competent authorities of countries of emigration, where such clauses are not in accord with existing legislation.

The Commission also decided to propose the insertion of the question of protection of immigrant women and children in the agenda of the International Labor Conference of 1922. It also declared itself in favor of studying the question of supervision of hygiene on board ship.

The complete text of the cable, which was signed by M. Albert Thomas, director of the International Labor Office, follows:

"Commission on Emigration adopted resolution recommending supervision of emigration agencies and urging abolition of emigration propaganda based on false information. Also, resolutions calling for supervision and control by competent authorities of collective engagement of workmen in foreign countries, confining all such engagements to agencies authorized by the State. Consultation with employers' and workers' organizations concerned. Safeguarding state of labor market in countries of emigration and immigration. Observance in countries of immigration of contract signed before emigration, except

where contract clauses would be contrary to public order. Resolutions adopted that contracts containing clauses for deduction of traveling expenses from salary of the emigrant should be declared null and void by competent authorities of countries of emigration where such clauses are not in accordance with legislation of countries. Decided to propose insertion of question of protection of emigrant women and children in agenda of conference for 1922. Resolution recommending institution of thorough examination of emigrants in port of embarkation as well as principal place called at. Commission declared itself in favor of studying hygiene of emigrant on board ship. Representatives of several important American philanthropic associations followed regularly discussion of committee. Commission closed August 10."

The composition of the International Emigration Commission is as follows: Viscount Ullswater (Great Britain), chairman; Mr. Guiseppe de Michelis (Italy), vice-chairman; Mr. Raoul Regis de Oliveira (Brazil); Colonel Obed Smith (Canada); Mr. Li Tchuin (China); Mr. W. Onalid (France); Sir Ernest Low (India); Mr. N. Nagai (Japan); Mr. W. Gemmill (South Africa); Count de Montornes (Spain); Mr. Clisthines Philaretos (Greece); Dr. Vaclay Varunac (Czecho-Slovakia); Mr. De J. Gaganut (Switzerland); Mr. A. Knoll (Germany); Mr. Lino Budlini (Italy); Mr. Karl Viktor Holmstrom (Sweden).

ATTACKS CHILD LABOR

"The nation that puts its boys and girls to work in field and factory when they ought to be in school and enjoying a normal amount of play is a waster and is like a man who riotously spends both capital and interest of his fortune," says David Franklin Houston, chairman of the National Child Labor Committee. "Such a drain on the physical strength of childhood, such a deprivation of its right to intellectual equipment, will inevitably exact its price in a lowered average of health, prosperity and literacy a generation hence."

Houston recently succeeded Dr. Felix Adler in the chairmanship of the committee. Dr. Adler resigned because of press of personal business after seventeen years as head of the committee, guiding it through the period in which it was a prime factor in causing the enactment of Federal and State laws regulating child labor in industry. Houston was Secretary of Agriculture and Secretary of the Treasury, successively, in the Wilson cabinet, and is an educator and economist of note, having held among other posts that of President of the University of Texas.

Led by Houston, the National Child Labor Committee has launched a campaign to eliminate the evils of child labor in agriculture. It will be directed largely against conditions in the beet fields of Colorado and Michigan; the tobacco plantations of Kentucky and Connecticut; the cotton raising districts of Oklahoma, Texas and Imperial Valley, California; the berry fields of Michigan and California; the onion fields of Ohio; the cranberry bogs of southern New Jersey and the truck farms of Delaware.

AFRICAN MINERS COMPROMISE

Even the colonies of South Africa are not immune from the wage slashing fever which has infected the exploiters of the world.

An agreement was recently reached as a result of which a strike by South African miners has been definitely averted.

The miners accepted a reduction of 1 shilling and 6 pence per shift.

This arrangement will obtain until October 1, when wages will be adjusted by quarters, the basis for the wages for any period being the cost of living for the quarter second preceding. South African business interests are well pleased with the settlement, believing that it will not merely stabilize the mining industry, but will have great weight in stabilizing wages in other industries as well.

The demand for reduction in the wages paid to those working in and about mines followed the decrease in the selling price of gold, the gold mines being the ones principally affected. At the suggestion of the Chamber of Mines, a reduction of 3s. per shift was considered, amounting to a weekly reduction of 18s. The trade union representatives claimed that the proposed reduction could not be justified. A compromise has now been effected as outlined above.

WOULD OUST OFFICERS

In a petition to the Adjutant General, Maurice T. Jones, President of the village of Corinth, near Troy, N. Y., demands that Colonel Ransom H. Gillet, commander of the 105th Regiment, be removed from that position. Gillet is attorney for the International Paper Company, at whose mill strikes are in progress because of attempts to cut wages.

The petition charges Colonel Gillet with "using the National Guard of New York as an employment agency for a private corporation and using his subordinatet officers of the regiment in uniform at Troy and Cohoes armories to employ men for private work."

Several men who were engaged to go to Corinth make affidavit that they were hired with the expressed intent to assist carpenters to build State barracks outside the village and not to work as strike-breakers. These workers swear that they were engaged by men in the military service of the State and that the officials used the Troy armory and the army trucks.

PACKERS' HUGE PROFITS

Organized butcher workmen are giving publicity to the huge profits of meat packers, that were developed at the recent wage hearings, when Federal Judge Alschuler refused to cut wages 5 cents an hour. It was shown that surplus profits of Armour piled up to such a height that in 1916 the company issued a stock dividend of 400 per cent—that is, for every $100 of stock held additional stock to the value of $400 was issued. This favorite trick of big business "spreads out" the profits over a larger amount of stock and allays suspicion that inordinate profits are being made.

Always demand the Union Label!

WEEKLY NEWS LETTER.

(Continued from Page 5)

in groups and associations as to individuals. The right of an individual to quit his work is firmly established. Employers of reactionary character, aided by legislators who either do not or will not understand, seek today to make it unlawful for groups of workers to quit their work in unison. The purpose of quitting work is to satisfy some desire on the part of the worker, or to attempt to secure such satisfaction. Modern industry grants no satisfaction to the worker who quits alone.

Individual liberty must find itis modern counterpart in group liberty. The individual contract, which aimed to exchange equal values between parties of equal standing, must find its modern counterpart in a group contract. There is no mutuality, no equality, in a contract between an individual worker and a billion dollar corporation employing hundreds or thousands of workers. The principle that gave vitality to individual freedom and to the individual contract is dead in modern life unless it also means a like freedom of action to groups of men associated to protect and promote a common interest.

The "individual contract" which employes separately are forced to sign as a condition precedent to securing work and by which they must agree not to acquire or retain membership in labor unions, means jobless starvation or acquiescence by the workers under coercion.

Such giving up of one's ownership of one's self, his sovereignty and manhood under such conditions is like agreeing with a thug at the point of his gun to give up one's purse and regard that transaction as a contract entered into by the highwayman and his victim.

As manipulated by employers for the denial and abrogation of individual rights, under the protection of anti-combination and conspiracy laws, such "individual contract" in industry is one of the most pernicious, subtle and dangerous devices ever used for the oppression of humanity.

In our modern industrial civilization, where the individual right and the individual liberty is so largely dependent upon a similar freedom for the group of which the individual is a part, the freedom of the individual is frequently either abridged or denied by a denial of group rights.

Anti-conspiracy laws as applied to industrial life, a miserable heritage from a miserable page of the early efforts to crush the aspirations and liberties of working people, must go entirely. They must be removed from the body of law under which we live.

The whole issue of freedom today turns upon the question of group rights. Today the rights of the individual, the relations between workers and employers, can be safeguarded and guaranteed only as the rights of the group are equally safeguarded and guaranteed. Those who seek to crush and oppress the workers see this clearly. Through old and new laws and through contractual devices under the protection of these laws they seek to destroy the movement of the workers and to destroy freedom for the workers.—Declaration of A. F. of L. convention, 1921.

WASHINGTON LETTER

(By Laurence Todd)

President Harding tells Senators Borah and Johnson that they are going "too far" in proposing that the discussions of the diplomats and military experts at his forthcoming disarmament conference be held in the open, where the world can know what is being proposed.

Organized labor has not yet declared itself on this particular issue, but the meeting of the Executive Council of the A. F. of L. may take action looking toward the encouragement of open diplomacy. The workers are paying the billions of dollars annually wasted by the United States upon militarism, past and present, and they are paying the further price of being constantly overawed and browbeaten by the rattlers of swords and guns. As Borah and Johnson told Harding, the way to disarm the world is to force the diplomats to talk in the open, and to talk about immediate disarmament, and to keep that issue separate from all entangling political issues, such as the Far Eastern problem.

Save Starving Russians

Russian famine relief furnishes another topic for the Executive Council. Some of the big unions in the East have already started to raise funds to help feed the starving people of the Volga valley. The International Ladies' Garment Workers, the Amalgamated Clothing Workers, the United Cloth Hat and Cap Makers and other organizations whose membership is partly of Russian origin, have been the first to issue a call for contributions. Others are falling into line, as they realize that twenty million people may starve to death if aid is not furnished from outside Russia. The labor unions of Germany and of Czecho-Slovakia have voted to give one day's pay to the relief fund.

Labor Only Remedy

European labor is taking up with determination the plan for stopping the production of munitions of war, suggested by the Rochester convention of the International Association of Machinists, last September, to the International Federation of Metal Workers, with which they are affiliated. The Federation, now in session in Lucerne, with delegates in attendance from eighteen countries, representing 3,500,000 members, has taken as its chief subject of debate the ways and means by which organized metal workers can hasten the diversion of their labor into useful channels through stopping the making of any more guns, shells or armor. They believe that in no other way can the diplomats and the generals and admirals and politicians be prevented from starting new wars in the Near East, the Far East and against Russia.

Mexico Befriends Labor

Raymon DeNegri, director of railways of Mexico, is on his way here from Mexico City to take up personally with the officers of the International Association of Machinists the letting of contracts in the United States for fifteen hundred freight cars and for the equipment and materials for the repair of four hundred locomotives in the shops at Aguas Calientes. This work will go to firms fair to organized labor.

Meanwhile President Vauclain of the Baldwin Locomotive Works of Philadelphia, who is one of the arch-enemies of unionism, is cooling his heels in Mexico City, trying in vain to get an interview with one of the heads of the Government. He wants to renew the contract, cancelled by DeNegri, for delivery of seventeen scab-made locomotives, on which the Baldwin firm was to have made a handsome profit. Strangely enough, the arrogant Vauclain cannot find any official "in" when he calls, and as a consequence he is having a quiet vacation from business. He is reported to be convinced that the Mexican Cabinet is a Bolshevik crowd, and that it sets a perilous example to the democracy which obtains in Philadelphia.

Speaking of the righteous indignation of Mr. Vauclain calls up the story, now going the rounds, of the last interview between Martens, the recent Soviet envoy, with the big New York bankers, before Martens was "permitted" to leave for Russia. He was proposing that the bankers use their influence to re-establish trade with Russia, and one big financial magnate stopped him with the solemn warning that American bankers would never favor any trade so long as women were nationalized in Russia. Everyone laughed at this exploded falsehood concerning Russian conditions. The man who objected was James Stillman.

Evidence Suggests Subsidy

Because the number of cases in which local officers of the American Legion have been identified with acts of violence against trade unionists has increased during the year, certain facts disclosed by an inquiry addressed to the general secretary of the Indianapolis Chamber of Commerce became important. Secretary J. B. Reynolds of the Chamber, writing under date of August 9, says that the Indianapolis Chamber is paying $9000 per annum rental for the headquarters occupied by the national officers of the Legion in that city.

What is quite as significant is the fact, admitted in the same letter, that five of the twenty-four directors of the Associated Employers of Indianapolis are directors also of the Indianapolis Chamber of Commerce. In view of the fact that the Associated Employers of Indianapolis are running the "open shop," or "American plan," campaign throughout the United States to break down every affiliated body in the A. F. of L., this connection and its weight in influencing the anti-union tendency in the Legion is worth nothing.

It seems that a committee of citizens, chiefly Legion men, promised the Legion convention at Minneapolis that if the headquarters were located in Indianapolis they would furnish a headquarters building. They failed to make good through public subscription, and so they turned to the Chamber of Commerce, which promptly decided to pay the $9000 a year.

The Executive Council of the A. F. of L. is going to send fraternal delegates to the next convention of the Legion, where the labor policy of the officers of the Legion will probably be discussed. The Legion has 600,000 members.

Danger Was Nominal

Danger of an immediate strike on the Pennsylvania Railroad system, by the shop crafts, has been averted by the decision of the company to abide—belatedly—by the order of the Railroad Labor Board that it arrange for the fair election of representatives of the shop employes to take up the drafting of new working rules. Vice-President Atterbury of the company has been silenced by his associates, and the election of negotiators will proceed.

A more serious turn of events has come, however, with the announcement that the managers of all the railroads, meeting Thursday at the Bankers' Club in New York, voted to reject the demand of the train service brotherhoods that there be no further wage reductions. This forces the brotherhoods to take a strike vote of their membership, under the terms of their compact made in Chicago in July. The solidarity of the sixteen railroad labor organizations in their coming contest with the railroad companies is assured. They will be patient and cautious, but when the time comes for defensive action they will act.

Weeks Must Pay

Attorneys Latimer and LeSueur, accompanied by a delegation of legislative representatives of A. F. of L. unions stationed here, took up the $800,000 deferred payment of a wage increase granted the employes of the Minneapolis Steel & Machinery Company and other concerns in the Twin Cities, with Assistant Secretary of War Wainwright, yesterday. This award, confirmed last November by Secretary Baker, has been held up and disallowed by Secretary Weeks, on recommendation by the Judge Advocate General's office. The attorneys for the men in the shops proved to Wainwright and the Judge Advocate General yesterday that Weeks had no legal right to reverse a decision made by his predecessor in office involving payment from the funds.

Over $2,000,000 is due workers at the Bethlehem Steel Company's plant, under a similar award, and other claims are pending which involve half that sum. Weeks is expected to order the payment made within a short time, since he finds that his legal advisers have gotten him into an untenable position.

Hyatt of the Post Office Clerks, Steward of the Federal Employes, Willis of the Machinists, Noonan of the Electrical Workers and Hall of the Minnesota State Federation of Labor accompanied the two attorneys at the interview with Wainwright, under authorization from the Denver convention of the A. F. of L. for the fullest co-operation in collecting these wages for the war workers.

Remove the Reactionaries

Postmaster General Hays, who has just made a notably fair statement of policy with regard to censorship of the press, in which he refuses to interfere with any political discussion that is not definitely prohibited by law, is now facing the equally difficult problem of inducing his postmasters to follow a liberal policy.

Postmaster Selph of St. Louis, a Jim Reed Democrat, whose persecution of members of the postal workers' unions drove great numbers of men from the service in that ctiy, is still under the protection of Senator Reed, although a commission of postoffice inspectors has investigated Selph's official conduct and has filed a report. The nature of this report, and the evidence on which it is

based, are known in general terms to the delegation of Congressmen who insisted that the Department make the investigation. When Hays makes the report public it is probable that Selph will be invited to resign. But Reed has a strong connection with the Harding regime, and Hays will be under pressure to suppress the report until January, when Selph's term will expire.

The suggestion is made, in high official quarters, that the spirit of the inspecting staff will be demoralized if this report is not made public and accepted as a basis for removing Selph.

Then there is the postmaster in Chicago, whose dismissal of eleven officers and ex-officers of the Post Office Clerks' Union in that city, for the crime of disclosing the unsanitary conditions in the post office building, is only now being reversed. The Civil Service Commission today notified the Department of its approval of the reinstatement of ten of the eleven men. Pierce Butler, president of the local, was not reinstated. He is now a newspaper reporter.

"The action of Postmaster General Hays in ordering the restoration of ten of the eleven officers," says the Union Postal Clerk, "is another rebuke to the Burleson-Koons anti-unionists who sought last year to intimidate the postal workers when engaged in a national fight for wage adjustments. Behind the flimsy case worked up against the Chicago unionists was the bitter personal animus of former First Assistant Postmaster General John C. Koons. He rightly believed the Chicago local of the National Federation of Post Office Clerks was the moving spirit in the wage agitation. He sought in his own small way to get revenge. . . . . The charges alleged two offenses: First, the soliciting of funds from Chicago merchants to influence Congress to increase postal salaries; second, the publication in certain newspapers of 'conspicuous advertisements of a false and misleading character,' regarding working conditions in the Chicago post office."

It was afterward shown that the men dismissed on this pretext were men of from thirteen to twenty-six years' service records, of excellent character, and that their real offense had been their activity as unionists. Yet in doing belated justice to these men the Department seems to have had no help from the postmaster at Chicago.

It has been much the same way with censorship in the past three months. Postmasters in New York and Chicago have taken the initiative in declaring their belief that certain issues of radical papers are non-mailable. They have held up these issues several days, awaiting a decision from Washington. In one instance, a decision wired to Chicago on Saturday, releasing a paper which had been held up, was not acted upon until Tuesday night or Wednesday following.

These facts indicate how deeply rooted is reactionary sabotage in the Government, when a department chief tries to enforce a liberal policy.

A. F. of L. Not Recognized

Word from the headquarters of the American Federation of Labor is that no attempt to get a hearing for the anti-war principles of the labor movement, at the Disarmament Conference, is likely to be made by Mr. Gompers. President Harding will not name a labor man as one of the American delegates, nor will he sanction the giving of a special hearing to the views of organized labor. Of course President Harding will not govern the conference—the delegates from the various governments will do that—but his influence will be thrown against the recognition of the wageworkers and farmers—who pay the bills for militarism—as being the party chiefly concerned in disarmament.

Corrupting the Antipodes

Up from New Zealand comes word of the attempt of Secretary of Commerce Hoover, through the American Consul-General at Wellington, to do a clever stroke of business for Armour & Co., and the sharp repulse given him and the Chicago meat packers by Acting Premier Bell. It seems that Armour & Co., after being warned off by the New Zealand Government, following the report made on its lawlessness by the Federal Trade Commission, established itself in New Zealand. As the people of that dominion had no desire to fatten the beef trust, they passed a law requiring licenses to export. It was made clear in debate, as the Premier now officially has declared to the State Department, that New Zealand would not grant export licenses to Armour & Co. for exports of meat to England. Nothing would be thrown in the way of exports to the United States, but the beef trust would not be allowed to kill the independent trade between New Zealand and England.

In spite of this due notice, Armour bought 300,000 carcasses and put them in freezing storage, and then induced the State Department to have the Consul-General protest at the "arbitrary" action of the New Zealand Government.

Since Premier Bell's complete and final answer, showing that New Zealand will not permit even a Chicago beef baron to ride roughshod over her industrial security and her laws, the case has been appealed to the British Foreign Office in London. Mr. Hoover's packer friends have great hopes of his London friends, for London can boycott the loans sought by New Zealand's Government, and so bring that dominion to time.

The New Zealand Premier, with ironical humor, informs the State Department that his Government's action was "largely influenced by the American inquiry into, and report upon, the dealings of that company (Armour & Co.) in relation to the American meat trust."

If Armour & Co. can ship meat from New Zealand to Britain, they will be able to dispense with some of their American export business, since the cost of production and handling will be less in that country.

The Minnesota State Federation of Labor convention instructed its officers to arrange a conference with representatives of farmers' organizations friendly to organized labor to devise ways and means for the establishment of commissaries this winter to feed the unemployed.

Always demand the Union Label!

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
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HOBOKEN, N. J. ..... 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
NEW HAVEN, Conn ..... 13½ Collis Street

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DETROIT, Mich. ..... 410 Shelby Street
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CHICAGO, Ill. ..... 332 N. Michigan Avenue
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MILWAUKEE, Wis. ..... 162 Reed Street
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Headquarters:
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KETCHIKAN, Alaska ..... P. O. Box 201

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Labor News

At Rochester, New York, a number of striking printers have been arrested at the instance of strike-breakers who complained that the pickets were "making faces" at them.

Employes of the Hunt Bros.' Cannery at Hayward, California, recently went on strike against reductions in wages. The sheriff of Alameda County immediately dispatched fourteen deputies to the scene although no disorders have been reported.

The hotel and restaurant employes of Denver are at present confronting an open-shop movement in that city. Although several restaurants have signed up under the old scale, a number of places are preparing to operate on a non-union basis.

Wage reductions of 10 per cent for skilled workers and 25 per cent for common laborers was decided upon at New York last week by the Board of Arbitration which has been considering the wage controversy between paper mill employes and manufacturers in the United States and Canada. The new wage scale, which will affect 12,000 workers, becomes effective August 27.

The recent convention held at Quebec authorized the executive committee of the International Typographical Union to reopen negotiations with the American Publishers' Association relative to the contract governing wages and hours of work and to draft a tentative agreement to be submitted to the rank and file of the union. Atlantic City was chosen for next year's convention.

The San Francisco Labor Council, as represented by the circle of standpatters, has instituted open warfare against the new movement, as embodied in the Rank and File Federation of Workers; but notwithstanding loud and prolonged threats from official sources, that expulsion and suspension from the Central Council is likely if the rank and file persists in demanding a measure of consideration, the new movement is progressing favorably.

In response to a resolution calling for figures, relative to unemployment in the United States, Secretary of Labor Davis reported to the Senate that the best estimates available at this time show that 5,735,000 persons are out of employment. Manufacturing and mechanical industries, including building trades, showed the highest percentages of unemployment, the estimate being 3,900,000. Other industries listed were mining, transportation, trade and clerical workers and domestic and personal service.

The present building trades controversy has resulted in an economic loss to San Francisco, in wages alone, of $6,633,000, according to a statement made by P. H. McCarthy, president of the Building Trades Council. McCarthy estimated that 12,000 building mechanics have been out of employment for the last three months. He said that the average minimum wage of the building mechanic was $8 a day, and the loss in wages was $96,000 a day or a total of $6,633,000 for the three months, based on twenty-two working days in the month. All of this money would have been spent in San Francisco and that amount has been lost to the merchants, grocers, butchers and other business men of San Francisco.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abrahamsen, Haeflan
Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
Berg, H. J.
Bussek, Joe
Bratt, F. H.
Bengtsen, Oscar
Belving, Chr.
Bergstrom, Charles
Brumpet, Walter
Back, Chr.
Burton, Arthur
Bowen, W. F.
Berge, Kristian
Bauer, W. H.
Bach, Herman
Budd, Percy
Bruce, Albert
Burnett, Norman
Behring, Chr.
Bozarth, F. P.

Church, A. J.
Carr, Robert
Cherin, C.
Canning, James
Chamberlain, L. C.
Cederstrom, B.
Carlson, Louis
Chekan, W.
Coleman, W.
Clark, Roland
Carrigan, E. C.
Church, A. J.
Curry, H. M.
Christianson, W.
Campe, F. T.
Corrigan, B. B.
Christensen, Hans
Carlson, Martin
Caputo, Samuel
Campbell, John R.
Carlsen, Erick

Dunne, Jack
Dyrland, Erick
Daymon, Bert
Donovan, Jerry
Davidson, J. M.
Davis, Harold
Disney, Robert
Dickensen, A.
Dampsey, Geo. A.
Drennan, W.
Delzell, W. W.
Danil, E. R.

Erikson, Sam
Erikson, Einar
Erikson, Lars
Ekengren, Olaf
Erikson, Nils
Eklung, Victor
Edvordsen, John
Elsted, John
Edvords, Louis

Forbes, Frank M.
Fugman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
Fitzpatrick, Edvin
Fredrickson, F. W.

Gabrielsen, G. C.
Gustafson, Oscar
Grau, Axel
Graudin, Ed.
Gulliksen, Amandus
Gangsrod, Karl
Gjerde, K. O.
Gulliksen, Gust
Gulbransen, Peter

Henriksen, Carl
Halley, Wm.
Hagen, Harald
Healey, Geo. S.
Halvorsen, Karl
Hansen, Martin
Holmen, K.
Harper, Earl
Hoed, Hans
Heggum, Louis
Harms, F.
Hefling, Jack
Halmin, Wm.
Hahnqvist, Einar
Hansen, S. P.
Harper, E. G.
Hinton, Henry
Hultard, Wm. B.
Hill, Nestor
Hansen, Nils
Hoff, Ole

Johnsen, Ingvald
Jansen, R.
Johnson, Dick
Janson, John
Johnson, Elias
Jenson, James
Johanson, Matt
Johnson, Chas. A.
Johanson, Johan R.
Johnson, Anton L.
Jorgensen, Angel
Jacobs, Henry
Jorgensen, Fred
Johnsen, Ludvig
Johansen, Arthur H.
Jacobson, M.
Johnson, Ed. -2294
Johanson, Olof K.
Johnson, G. A.
Jacobson, Torglis
Johanson, Henrik
Johnson, Alex
Jensen, Wilhard, E.
Johansen, Carl
Jones, A. H.
Johnson, Gust

Kallo, K.
Karlson, G. A. -1190
Krastin, J.
Kragstad, A. E.
Hoppen, Oluf
Kristiansen, Aarnt
Knudsen, Andrea
Kilkeary, Frank C.
Karren, John
Koernbach, Hugo
Kristensen, John
Kellman, B.
Kristiansen, J. A.

Larsen, Sigurd
Lambert, Ed
Larsen, Ludvik
Lohne, E.
Laskinen, Fred
Livingstone, Ed
Larson, Rudolf
Luey, James
Lichtenberg, Ben
Lauritsen, P. E.
Ljungstrom, Oscar
Lee, L.
Larsen, Emanuel
Larsen, E. -1345
Lauritsen, P. E.
Leeween, A. W.
Landlung, Chas.
Lauritsen, Jack
Larson, A.
Lawersen, L.
Lieson, Wm.
Lynum, A. M.
Lutton, Theod
Lyngues, Chr.
Lund, Eric

Millard, Frank
Martinsen, Ingvald
Macleod, Alex
Molder, John
Monroe, N. S.
Mengert, Fred
Moore, Thos.
Margnard, H.
Nilsson, N. J.
Nelson, A. H.
Nolan, Janus
Nelson, Swan
Nilson, Carl -302
Nurse, A. L.
Nilson, Adolf
Norgaard, H
Michalson, Harald
Munch, Chas
Mann, Albert
McPherson, James
McLean, Angus
McIntyre, L.
McCoy, J. L.
McMullen, J.
Nelsen, Peter
Nelsen, Ross
Neelsen, H. J.
Newland, Ernest
Nyhagen, Julius
Nicholsen, Ben
Nurken, Herman
Nelsen, A. B.
Nahinan, F.
Nilsen, N. P.

Nelson, Werner
Nelson, P. A.
Nilsen, Harald
Ovist, John
Osterberg, C. V.
Optedal, Caspar
Olsen, John H.
Owens, J. W.
Ogga, Ed

Pendville, N.
Pedersen, J. M.
Petersen, Bjarm
Parker, Bert
Pederson, C. E. -1286
Pedersen, Herman
Pedersen, Emil F.
Pabus, Laas
Pedersen, Ole
Pedersen, O. J.
Permin, J. C.
Pedersen, E. P.
Paulsen, O. E.

Quandt, A.

Rasmussen, Chr.
Rod, S.
Rasmussen, Peter
Rebour, Frank
Rorvik, Chas.
Randle, C. W.
Reilley, Ralph
Ross, Herbert
Ronberg, Edvard

Sandin, P.
Sater, P. Pedersen
Skag, Otto
Saderberg, Albin
Scarpa, E.
Stiffler, Roy
Sherrin, E.
Strand, Charley
Skaag, Paul
Shipley, A. M.
Steiner, F.
Stenberg, Hjalmar
Sitts, La Verne
Simonsen, S.
Sandstedt, E. H.
Seyfried, M.
Thorsen, V.
Tasel, John
Torwich, Hans
Tangeros, L.
Thomsen, Peder
Theysen, Arthur
Unwin, H.
Wheeler, G. W.
Welkens, Henry
Wiger, John
Welson, E. W.
Wilson, Walter
Westerlund, Albert
Stetson, Henry
Schrage, P. W.
Schler, T. J.
Schirmbel, Rup
Sary, H.
Smith, Aug.
Scarlett, J.
Swansen, Axel
Salonen, Ivori
Salmar, K.
Stockburger, C.
Stidham, C. W.
Samuelsen, Hugo
Semberg, John
Swanson, J. -1013
Sandvik, H.
Teneson, J.
Tripplett, C. J.
Thorsen, Hans
Tugmen, Arthur
Thorsen, Hans
Torstinsen, A. J.
Volley, P.
Wold, Stadius
Ward, Wallace
Wahlstrom, Eric
Wallin, A.
Walker, A. A.

SAN FRANCISCO
Alaska Fishermen's Letter List.

Andersen, Ole
Anderson, Hilding
Albertsen, John
Brown, George A.
Carlson, E.
Carlsen, Ernest
Clark, Bruce
Flem, Knut
Graham, R. J.
Harji, Elmer
Hagburg, Gust.
Johansen, F. C.
Johanson, Fritz C.
Jacobsen, Emil
Karlkromoli, Steve
Lauren, William
Larsen, Theodor A.
Miner, J.
Millsson, B. E.
Olsen, Oscar Johan
Smith, R.
Schultz, Walter
Shooba, Nils
Schaffer, Paul
Tonnisen, Peter

Aberdeen, Wash., Letter List.

Anderson, E. F.
Anderson, Olaf -1118
Anderson, John C.
Anderson, Charlie
Albers, George
Barton, M.
Bohm, Aug.
Carman, P.
Fostervold, Kasper
Gustafson, J.
Harris, John T.
Molmberg, Trans.
Johannessen, Alf.
Johannessen, Jonas
Jackson, John
Jesperson, Martin
Lepp, Alex.
Laisel, Harry
Nielson, Chr.
Nielsen, Hans
Newington, Fred
Olsson, Chas.
Pedersen, Wilhelm
Peterson, John
Parker, Arthur
Rengsdorf, W.
Rawley, Bruce
Rubens, Chas.
Randle, C. W.
Saro, W.
Smith, C. Johan
Smith, Fred
Smith, Emil
Schant, H.
Tonsfeldt, John
Torjesen, Gunwald
Vejvada, Frank
Vetters, Oscar
Westerberg, Carl
Wilenius, J. T.

Tacoma Letter List.

Andersen, John
Dominguez, Joseph
Fronlund, Oscar
Jarvinen, Oscar
Klingenberg, John
Kurth, Hans
Low, G.
Matson P.
Marvis, John T. -2016.
Magnunon, E. W.
Nelson, Andrew B.
Rengsdorf, W.
Robinson, Lawrence
Recione, Walter Francis
Smith, John
Smith, Carl Johann
Scully John
Thompson, T.

Honolulu Letter List.

Freitas, Daniel
Gustafson, Erick
Yungman, W. H.
Kaine, James
Lee, Robert
Lauber, Emil
Olsen, C. W.
Willardsen, Wilhelm

INFORMATION WANTED

Thos. A. Jones, 720 N. Lancaster avenue, Dallas, Texas, is anxious to ascertain the whereabouts of his son, Thos. Lenard Jones, a member of the Marine Firemen's Union of the Atlantic. 3-9-21

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Albertsen, J.
Alto, John -1349
Andersen, Harold -1495
Anderson, Harry B.
Anderson, Gunnar
Arakesen, Asak
Anderson, O. G. B.
Anderson, J. N.
Anderson, A. B.
Andersson, Gust B.
Anderson, Charles A.
Anderson, Sam
Arnesen, Isak

Bersin, Jacob
Belmont, Joe
Baxter, Thomas A.
Balotin, Alex
Bordreaux, E. T.
Bee, Ivar
Bordell, J.
Boom, A. E.
Boyd, W. P.
Brast, K.

Capadanna, Frank
Clementsen, Alf
Crawford, Thomas
Cristen, John
Carroll, Kenneth
Carr, Robert R.
Calcoff, Sam
Cordeau, Thomas
Carlsen, Dick
Cormie, William
Craig, Theo
Cameron, Robert
Catherwood, Horace
Carr, R. W.
Cumalat, John H.
Cords, W. A.

Dant, Bryant C.
Desmond, Albin
Deaver, Alvin
Diaz, Domingo
Daunt, C.
Dallman, H.

Eliasson, George
Eliassen, Emil
Evenson, Alex
Erickson, J. E.
Evans, John

Forsberg, Alfred
Fernandez, Chas.
Fritze, Harry
Fugman, Arthur

Gunnerud, Ulrik
Gaide, Wm.

Haierup, Axel Johansen
Hanlon, William
Horton, Geo. A.
Harnick, Julius
Horner, Ambrose
Hagberg, Norman
Heiari, August
Hickey, John
Hellman, Max
Hall, Robert E.
Holly, J. D.
Hammer, Ernest O.
Heino, A.
Harbst, John -2905
Hanson, Harold
Horton, B.
Hurley, Michael

Iwersen, W.
Isaak, John S.
Jensen, Paul
Jorgensen, J.
Jentouch, Solfred
Jonassen, Johannes
Jensen, Kristian
Jorgensen, Jens G.
Jomo, John
Johnsen, James
Jorgensen, Knud
Johnsen, George
Jones Arne M.
Johansen, Ed.
Jonessen, Fred
Jacobsen, Tom
Johansen, J. -1432
Johnson, F. K.
Johnson, Tom
Jeffries, Eddie
Jensen, Marius
Johnson, C. A.
Jonssen, Fred
Jacobsen, Alfred
Johansson, Albert
Janson, John R.
Johnson, Oscar
Johanson, Ed
Johansen, Carl
Johanson, N. A.

Koff, Michael
Knudsen, Andrew
Kloe, Arthur
Kopatz, Oscar
Kind, Herman
Kalnin, Ed.
Koski, Juho
Kaernback, Hugo

Laursen, Max O.
Lamon, Arne
Ligovski, Joe
Lued, Paul
Luhrs, Ludvig
Lobelos, Jose
Lueder, Wm.
Lynch, James
Loven, C.
Lindholm, Chas.
Lind, Carl
Lund, F.
Loeff, H. van der
Lodersen, John
Lill, Karl
Lindroos, Oscar
Lehan, C.
Lee, James
Larsen, Olaf J.
Lueder, Wm.

Morcu, Harry
Morris, Oscar R.
Martinson, J. L.
Mattson, Maurice
Meuse and Meuser
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Mize, J. H.
Melaa, Peder
Martensen, Peder
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McGhee, E. J.
McCard, Albert

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Nankinen, F.
Nystrom, Uno
Nelson, Charlie
Neville, Thomas

Olson, Ed.
Olsen, Henning
Ossante, Anthony
Odom, Jackson
Olson, Olaf V.
O'Donnell, Jas.
Olsen, Harold
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Ovist, John
Olsen, Ole P.
Olsen, Kristian

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Rokow, Steve
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Romani, Gus
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Selzer, Max
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Seaman, Fred
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Announces he has enlarged his offices and will continue to furnish free legal advice to all seafaring men. Inquiries by mail should be brief.

INFORMATION WANTED

I am representing the Union men who are entitled to salvage and members of the crews of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bakersfield vs. Eastern Sailor," "Beaumont vs. Baladan," "Chester Valley vs. Campbello," "Cacique vs. Cartagena," "Dachet vs. Hutchinson," "Delavan vs. Pennsylvanian," "Delana vs. Nevasco," "Devolente vs. Winova County," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Faristan," "East Indian vs. Lake Flag," "Eastern Shore vs. Boston Bridge," "Eastside vs. Volunteer," "Eastern Sun vs. Jekyle," "Federal vs. Monamac," "Gypson Prince vs. Queen Makoning," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Hickman vs. Faraby," "Intan vs. Putnam," "Ida vs. West Hepburn," "Lake Strabo vs. Lake Franconia," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Mesholee vs. Johnson City," "Moosehausic vs. Jene L. Summerville," "Monasses vs. Eastern Queen," "New Briton vs. Braebrum, "Orcus vs. Johnson City," "Pawlet vs. Yana," "Pratt vs. Irish," "Shannock vs. Devo," "Sacanac vs. War Hagara," "Sutransco vs. Swedco," "Tollard vs. Gunston Hall," "Quabbin vs. Farnam," "Tunica vs. Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "Western Queen vs. Cripple Creek," "Westford vs. Oshaloosa and Osakis," "West Segovia vs. Wampum," "Western Comet vs. Nesco," "Western Pride vs. West Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Cold Spring vs. Lycoming," "Benoni vs. West Hargrave," "West Harcouver vs. Ozaukee." S. B. Axtell, 9 State St., New York City.

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va.
3-9-21

Gust. Larriman, formerly of the schooner "Perry Setzer," please communicate with T. L. Bailey, 15 William street, New York, N. Y.

Mrs. Theresa Moran, 313 Richmond street, Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Emil Nagard, 2438 Folsom street, San Francisco, California, is anxious to ascertain the whereabouts of his brother, Joseph Louis Nagard, a member of the Marine Firemen's Union of the Pacific, last heard of at San Francisco, January, 1919. 8-3-21

James Kenney of Philadelphia, last seen in Pennarth, Wales, is inquired for by V. McMahon, 96 Plain street, Providence, R. I. 6-1-21

World's Workers

The recent Australian Labor Congress decided to ask unions to assess their members 10s. towards the establishment of Labor dailies.

As a means of averting future wars the Australian Labor Congress recommends that Councils of Action be established in all countries.

A resolution favoring the adoption of the former forty-four-hour week with forty-eight hours' pay for all employes at the Pearl Harbor Navy Yard was adopted at a recent meeting of the yard employes at Longshoreman's Hall, Honolulu, T. H.

The Moscow Trade Union Council has abolished all night work for another category of workers. Henceforth, the newspaper workers will operate in two shifts—the first from 8 a. m. to 3 p. m., the second from 3 p. m. to 10 p. m.

Latest information from Rome reveals industrial conditions unimproved. Practically all the boot and shoe factories are closed. Fifty per cent of the metal workers are unemployed, 40 per cent of the builders, and, in the textile trade there are only 14,000 workers employed, of which 11,000 do a twenty-hour week.

Trade unionists charge that derelict immigrants are being imported from England for the purpose of eventually attacking the powerful Australian Workers' Union. The unionists refer to a recent statement by the Sydney Sun, which gleefully stated that among these immigrants "strikes are taboo and there is no union."

According to official figures published by the Commonwealth Statistician, there were, at the end of last year, 684,450 unionists in Australia. This represented an increase of 56,765 over the total of the previous year. The number of unions in Australia at the end of 1920 were 388.

Out of a total of 298,847 workpeople covered by the returns supplied to the Danish Statistical Department by trade unions and by the Central Employment Exchange, 18.6 per cent were unemployed at the end of May, as compared with 21.7 per cent on the twenty-ninth of April, cent on the 29th of April, and 2.8 per cent at the end of May, 1920.

The Republic of Argentine continues to experience the rapid growth of trades unionism. The first months of the present year showed approximately a million workers affiliated in labor organizations. The comparative figures by years from 1915 up to the present year are as follows: 1915, 21,332; 1916, 41,124; 1917, 158.796; 1918, 429,713; 1919, 476,203; 1920, 749,518.

A statement issued by the Amsterdam Municipal Statistical Bureau shows that 23.4 per cent of the members of trade unions affiliated to the State Unemployment Insurance Fund in that city were out of work in May, as compared with 25.2 per cent in March, 1921. These figures include diamond workers, of whom 90.8 per cent were unemployed in May.

An international labor journal is to be launched in Vienna by the Postal Workers International organization, which has affiliated organizations in most European countries and in several South American republics. All articles will be printed in three languages—English, French and German. Dr. Ludwig Maier, international secretary, will be editor in chief. R. Kaplan of New Haven will be American correspondent.

Domestic and Naval

The steamer "West Keene," en route to San Francisco from New York, was forced to return to Boston after going ashore on Shoveful. The craft sailed from New York August 9 via Boston.

The Rolph Navigation Company four-masted steel ship "Golden Gate," which was stranded on a reef thirty-five miles off Cristobal two weeks ago, has arrived in Cristobal in tow of a wrecking tug.

Thirty-seven members of the wrecked Pacific Mail liner "San Jose" arrived in San Francisco last week aboard the steamer "Apus," operated by E. C. Evans & Sons, which comes from Limerick, Ireland. The ill-fated steamer is crashing to destruction on the rocks of San Pablo reef.

Only one-tenth of the insurance on the steamer "Alaska" of the Alaska Steamship Company, sunk off Blunt's reef August 6, was carried on this coast. Marsh & McLellan, San Francisco underwriters, placed a total of $30,118 on the hull, the remainder of the insurance being carried in London and New York. The total valuation of the "Alaska" was $334,550.

A white smoke screen, denser and more impenetrable to vision than any smoke screen yet invented, was demonstrated recently at Camp Meade. It is a new invention, the secret of which is being guarded closely by chemists and army officers. When the smoke candles were lighted, observers were surprised by the beautiful white clouds which rose from the ground. They were so dense that they seemed almost solid.

After lying a week on the sands, thirty-five miles from Cristobal, Canal Zone, the four-masted ship "Golden Gate," of the Rolph Navigation & Coal Company, was floated and proceeded for Cristobal in tow. The ship was pulled off the shoals by the tug "Favorite," of the Canal Zone, which had been standing by. The "Golden Gate" was damaged very slightly. She was en route from Manchester to San Francisco, in ballast, when she grounded August 7. The mate and ten men pulled a lifeboat to Cristobal to ask assistance.

Thirty-two members of the Peruvian government steamer "Iquitos" are in jail at Vancouver following a mutiny aboard the vessel. The steamer, which recently took a cargo of sugar from Peru to Vancouver, was chartered recently by J. J. Moore & Co. of San Francisco to take a cargo of lumber from Gray's Harbor to Australia. According to meager advices, inability of the Peruvian government to send money with which to pay the crew caused the mutiny. There is a revolution in Peru and funds are scarce.

A mutiny on board the Panama Canal Railway Company steamer "Alliancia" was reported to the Navy Department last week in an official message from the commander of battleship squadron No. 2. A guard of Marines was placed on board at the request of the master. The report to the department said: "Steamer 'Alliancia' of the Panama Canal Railway Company reported mutiny on board. Master requested guard. En route to New York. Two officers and twenty Marines placed on board. Proceed to New York and then rejoin 'Connecticut' at Annapolis."

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San Francisco Letter List

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Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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Andersen, A. F. C.
Anderson, Carl -2344
Anderson, Charli -2001
Anderson, Geo. A.
Anderson, Harry B.
Andreassen, Emil
Andersson, Axel
Andersson, C. J. -2185
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Nelson, D. J.
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Wallenius, Chas.
Wayne, Chas.
Walenius, Peter
Werd, A. de
Wergeland, Fred
Weister, Willi
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Whalley, A. J.
Whitecross,
Wilhelm, Erick
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Olsson, Carl J.
Sidoroff, N.
Taylor, James B.
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Wagner, R. H.

INFORMATION WANTED

Mrs. Dan Fortune, 49 Reid street, is anxious to ascertain the whereabouts of her son, Dan Fortune, a member of the Marine Firemen's Union of the Atlantic. Anyone knowing his whereabouts will confer a great favor by communicating with his widowed mother. 7-13-21

J. Latvala is anxious to ascertain the whereabouts of Arne Wartiainen, a native of Finland. Anyone knowing his whereabouts, kindly communicate with the above named at Box 306, R. F. D. 2, Kirkland, Wash. 4-20-21

Anyone knowing the whereabouts of Joseph Bert Riese, a native of Cleveland, Ohio, last heard of December 1, 1919, in Savannah, Ga., when he shipped on the SS. "West Apaim," please communicate with his mother, Mrs. Joseph Riese, 4120 Bailey avenue, Cleveland, O. 6-29-21

Anyone knowing the whereabouts of Olaf Erling Hendriksen, a native of Norway, age 33, last heard from on the Atlantic Coast, kindly communicate with his brother, Albert Hendriksen, Aalo Post Office, Christiansand, Norway. 6-1-21

Anyone knowing the whereabouts of Charles Petersen, a native of Bergen, Norway, last heard of in 1916, address P. O. Box 673, Juneau, Alaska. His father, Peter Iverson, is anxious to hear from him. Kindly communicate with A. Johnsen, P. O. Box 65, Seattle, Wash. 7-20-21

Mrs. L. Greenberg, 31 Lambert street, Roxbury, Mass., is anxious to ascertain as to the whereabouts of Charles Kasak, a member of the Marine Firemen's Union of the Atlantic, last heard of in New York, October, 118. 6-22-21

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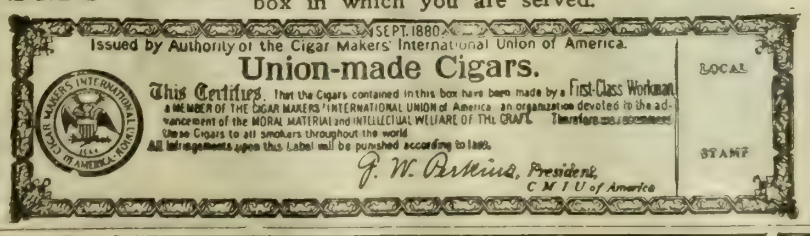

News from Abroad

The Austrian government has sanctioned the sale of the great Woellersdorff aresnal, the largest plant in Austria, to a German syndicate.

Forty persons have been killed and many persons are buried in debris in the village of Klausun in the Eisack Valley of Austrian Tyrol, which was partially destroyed by a landslide last week.

Twenty-four Poles were killed and many wounded in a fight between Germans and regular Polish troops recently near the frontier villages of Sternalitz and Kostzllitz, in Upper Silesia. The Germans drove the Poles across the frontier.

Forty-five seamen were drowned following the wreck of the freight steamer "Shoshu Maru," which was disabled by a typhoon and battered to pieces on the rocks off the Loochoo islands. Only one of the ship's personnel is known to have survived.

Due to an influenza epidemic among its 430 steerage passengers, Porto Rican laborers en route to the Hawaiian Islands, the Matson Navigation liner "Buckeye State," bound from Baltimore to San Francisco, was held in quarantine two days at Colon, Panama.

Economist Consul Dana G. Munro reports that the Caja de Credito Popular, which has been organized by the Chilean Government to provide loans to workingmen under conditions less onerous than have prevailed in the private pawn shops, was opened on April 2 of this year.

Germany has initiated practical aid to the famine victims of Russia. Many prominent physicians, and scores of assistants, with medicines, disinfectants and other equipments will make up the first relief expedition from Berlin. A base is to be established in Petrograd for medical supplies.

The Shanghai Chinese Chamber of Commerce heads a group of twenty Chinese bodies in Shanghai in a vigorous protest against any renewal of the Anglo-Japanese treaty, and messages setting forth the grounds of the protest have been forwarded to the American Congress at Washington, the Assembly in Paris, the British Cabinet and to Parliaments in London, Rome, Ottawa, Melbourne and Calcutta.

Australian officials state that there is no truth in the reports that the Commonwealth Shipping Fleet is losing money. On the contrary, the fleet is still making handsome profits, and the venture has not cost the people of Australia one penny. The Acting Prime Minister added that when the balance sheets are published it will be found that the Commonwealth line is actually faring much better in the matter of keeping its ships employed than outside shipping companies.

Profiteering is branded a crime under the provisions of a measure approved by the Cuban Chamber of Deputies. This is the first time that it has been placed in the criminal category. The bill would authorize the President to confer with stockmen and retailers and to fix prices to be charged for meat. Penalties would be inflicted upon those disregarding the prices. Cattle imported from other countries would be required to undergo a ten-day quarantine before being admitted to Cuba.

With the Wits

That Frenchman who says Americans can't appreciate tragedy should watch the grandstand when an outfielder drops an easy one.—Cleveland News.

The Boss—What do you mean by such language? Are you the manager here or am I?

Jones—I know I'm not the manager.

The Boss—Very well, then, if you're not the manager, why do you talk like a blamed idiot?—The Stenographer.

She—While I appreciate the honor of your proposal of marriage, circumstances beyond my control compel me to decline.

He—What are those circumstances?

She—Yours.—The Overhere Digest (Minneapolis).

Yankee Plute in London (as he watches parade of workers behind red flag)—We tar and feather for that in my country!

Bystander—Phwat country is that?

Yankee Plute—Why God's country, of course!

Bystander—Yez have a poor Oitalian accent!

Sportsman—What fly shall I put on today, William?

Northumberland Ghillie—If you have one with a silver body and a suspicion of gold about the hackle, that's the one, sir.

Sportsman—Why that special fiy?

N. G.—Well, sir, we shall be hugging the Scotch shore all the morning, and the Scotch fish can't resist a bit of silver and go fair daft at the sight of gold.—Punch (London).

"Mamma, I'se got a stomach-ache," said Nellie, six years old.

"That's because your stomach is empty; you've been without your lunch. You'd feel better if you had something in it."

That afternoon the pastor called and, in the course of conversation, complained of a very severe headache.

"That's because it's empty," said Nellie. "You'd feel better if you had something in it."

"What's that strange bird?" asked the old gentleman of a longshoreman who was standing by him.

"That's a h'albatross," was the answer.

"A rara avis, I presume?" said the old fellow.

"No, a h'albatross!"

"Yes, yes, my dear fellow; but I call it a rara avis, just as I would call you a genus homo."

"Oh, do you?" retorted the longshoreman. "Well, I calls it a h'albatross, just as I calls you a—idjit!"

A captain of an Atlantic liner was bothered by a woman passenger who was always moaning about the possibility of seeing a whale. A dozen times a day she besought him to have her called if one hove in sight.

"But madam," the captain asked her rather impatiently, after long suffering in silence, "why are you so eager to see a whale?"

"Captain," she answered, "my desire in life is to see a whale blubber. It must be very impressive to watch such an enormous creature cry."—Harper's Magazine.

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A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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FRENCH 8-HOUR DAY ON SHIPS

Views Gathered from French Seamen's Trade Union Organizations

The following, from a recent issue of "The Seaman," contains opinions of union officials and the French seamen regarding operation of the Maritime Eight-hour Law of France. The most beneficial feature appears to be the manner in which working overtime has been brought to a nominal degree and in many instances almost eliminated:

FRENCH 8-HOUR DAY ON SHIPS

Views Gathered from French Seamen's Trade Union Organizations

I. ENGINE-ROOM STAFF

The Act is applied under the same general conditions to all the engine-room staffs of vessels making ocean-going voyages as for those engaged in coastal trade. Moreover, it has been applied without difficulty, in consequence of the fact that the daily working hours of this category were already fixed at eight in the day by the Act of April 17, 1907. The principal changes which have been made in the system instituted by the Act of 1907 by the Act of 1919 and the Decree of 1920 concern:

1. The "cleaning hour";
2. The weekly rest period.

With regard to the first, the engine-room staff is no longer called upon to carry out maintenance work outside the ordinary working hours, and without overtime pay. The work of maintenance must in future be done either by men specially embarked for that purpose, or by the men of the morning watch; and, in this latter case, one hour, outside of the hours of the watch, and which must be paid as overtime, must be allotted for the purpose.

Article 19 of the Decree of 1920 lays down, in effect, the principle that compensation for the weekly rest period, which is not granted during the voyage, shall take the form of an equivalent period of rest either in the port at which the vessel is registered, the port at which the owning company has its seat, or the port to which the vessel ordinarily returns.

Complement

The application of the Act has brought about practically no change in the complement of engineers, firemen, trimmers, greasers, etc.

The number of **firemen** is fixed at one man per
- 7.30 sq. metres of heating surface, for ordinary boilers with natural draft;
- 7 sq. metres of heating surface for boilers with water pipes and natural draft;
- 6 sq. metres of heating surface for boilers with forced draft;
- 5 sq. metres of heating surface for boilers with accelerated forced draft.

The number of **trimmers** is fixed according to the needs of the vessels, taking account of the consumption and the distance between the bunkers and the stokehold. The number of **greasers** is fixed according to need. A supplementary shift, called "équipe extérieure," is fairly frequenly embarked, paricularly on ocean-going vessels, for the special purpose of working on the maintenance, cleaning and repair of the engines.

Number of hours overtime worked

1. **At Sea.**

Except the 8 hours' work on Sundays, the engine-room staffs do not, in general, work many hours overtime at sea.

Engineers on liner's work, on voyages of moderate length (Havre-New York) about 4 hours' overtime per voyage; and on longer voyages (Marseilles-Yokohoma) an average of ½ hour overtime per day. On vessels of smaller tonnage the overtime sometimes amounts to one hour per day, but never exceeds that amount.

Firemen do from 2 to 3 hours' overtime per voyage of average length, and an average of ½ hour per day on the longest voyages. **Firemen and engineers** on board boats performing such services as the Calais-Dover service do not usually reach the limit of 48 hours' work per week.

2. **In Port.**

Engineers take alternately 24 hours' duty (of which 8 hours are actually worked) and 24 hours' rest. **Firemen** never work more than 8 hours per day. Their duties are generally divided as follows:

First watch: from 6. a. m. to 10 a. m., dismounting and cleaning of the starboard engines.

Second watch: from 10 a. m. to 2 p. m., dismounting and cleaning of the port engines.

Third watch: (called watch "à la suie") from 2 p. m. to 6 p. m., cleaning of the stokehold.

The duties at sea are arranged according to the tonnage of the vessel and the length of its stay in port, and not later than the day before sailing.

3. **Compensation for overtime**

So far as the **engineers** are concerned, the big companies grant them one month's holiday per year, with pay and allowances, and other companies pay each hour of overtime, which has not been compensated in rest, at one-eighth of the daily salary. **Firemen and greasers, etc.,** are also paid for their overtime at the rate of one-eighth of the daily salary.

II. DECK STAFF

(a) General Rules Regarding Ocean-going and Coastal Voyages

Complement. Organization and rotation of watches

While the deck-hands embarked on vessels of small tonnage are mostly reduced to the minimum of strict necessity, it is becoming a general habit on large vessels to embark a supplementary staff. Some vessels embark a rotatory watch **(borbée roulante)** which only works by day and which, in most cases, constitutes a reserve of labor which is used according to the needs of the service (washing, scaling off rust, painting, maneuvering, etc.). The "Compagnie des Chargeurs Réunis," for instance, embarks eleven or twelve deck-hands instead of nine. In the Mediterranean the deck-hands are still more numerous; they were already more numerous before the Act and the Decree of 1920. It may be considered that the following complement constitutes a typical case (from boatswain down to apprentices) for the ships of the "Compagnie des Messageries Maritimes": 1 boatswain, 2 boatswain's mates, 1 master-at-arms, 4 quartermasters, 5 baggage-masters, 4 cranemen, 1 postmaster, 1 quarter-guard, 1 storekeeper, 8 apprentices. On all vessels the duties are organized in three watches, and in the majority of cases at least in conformity with, or in a manner analogous to a table of duties drawn up by the Union of Commercial Seamen of Marseilles, which is in force on the majority of ocean-going and coasting vessels.

The table has the following advantages: (1) The institution or the "guidon" (the one-hour watch from 6 p. m. to 7 p. m.) allows the watches to be changed so that a different watch does the swabbing each day. (2) Two watches always take their meals together; from 10 a. m. to 12 noon, and from 5 p. m. to 7 p. m. the whole of the deck staff take their meals. The kitchen staff are thus enabled to take their rest more conveniently. (3) Two watches get a night's rest of nine consecutive hours; one from 7 p. m. to 4 a. m., and the other from 11 p. m. to 8 a. m. The third watch gets its rest in two periods of four and five hours each. (4) Since the beginning of the daily working day is fixed at 8 a. m., the organization of duties on board on the day of arrival in port can be carried on with greater facility. It now very rarely happens in the case of the deck staff that the hours of work at sea and the hours of work in port fall together in the same working day, since vessels usually arrive in port by day, and the hours of work at sea before 8 a. m. are not deducted from the 8 hours' work which the crew has to do after the vessel has anchored.

It should be noted that the table only provides for a period of six days and does not include Sunday. In practice, naturally, all work does not cease at sea on the weekly rest day (which appears not always to be Sunday). On this day the only work which is compulsory is work which cannot be postponed and which is necessary for the conduct and safety of the vessel.

Number of hours of overtime worked

(1) **At Sea:**

Whatever the kind of navigation and the type of ship, the hours of overtime worked at sea by the deck staff are very few. The deck staff works at sea, and then only on certain routes, up to forty minutes' overtime a day at most: usually, and on the majority of voyages, this maximum is not reached; this also applies to the Mediterranean.

(2) **Days of sailing and anchoring:**

It is especially on leaving port, and in a lesser degree on arrival in port, that usage is made of the exceptions provided for by the Act, in proportions which vary very much according to the type of ship and especially according to whether it carries cargo or not. On ships which only carry passengers, the deck-hands usually work overtime on the days of departure and of arrival, but this overtime does not normally exceed one hour a day, although quite exceptionally it may extend to

four hours a day. On the other hand, on cargo boats which must arrive and leave port at fixed dates, the hours worked in excess of the eight normal daily working hours are much more numerous. Especially is this the case on boats on the Marseilles-Far East service. On these ships, the deck-hands are expected, on arrival in port and on departure, to assist in what are called "commercial operations," that is to say, in checking, supervising and handling the cargo, its disembarkation, embarkation, and storage in the hold.

The Seamen's Union of Marseilles observes on this point that except in certain special circumstances, such as salvage, accidents, etc., there is very seldom any occasion to order the deck staff to work overtime, especially when the deck staff is occupied exclusively with navigation properly so-called. The efforts of the Union are directed, in consequence, to secure that the shipping companies entrust all operations which do not concern navigation to special enterprises in order to relieve the seamen of those duties. It is in this spirit that the Union has sought and obtained the acceptation of the following provisions by the shipowners of Marseilles:

> " . . . . From 4 a. m. to 6 p. m., all work in excess of 8 hours a day shall be paid as ordinary overtime and may include such commercial operations as checking and supervising cargo. From 4 a. m. to 6 p. m., all handling of cargo or work on embarkation appliances in connection with the said cargo shall be paid as ordinary overtime if it takes place during the 8 compulsory working hours, and as double time if it takes place outside the normal working hours. The supervision of any piece of work shall be considered as of the same category as the work itself."

The Union even hopes to get the following rules adopted in the near future:

> " . . . . Whatever the hour of departure or arrival of the ship, the day shall commence at 8 a. m. and finish at the same hour on the following day. In all other cases, the day shall commence at the same time as the normal working day of European dockers begins." . . . Any sailor who handles cargo by order of the master shall have a right to the same pay per hour which is received by the dockers in the port of registry of the ship." . . . "Whenever labor is available the crew may refuse to handle the cargo in all cases except when the ship is in quarantine or riding at anchor." . . . "The supervision of a piece of work shall be considered as of the same category as the work itself. . . ."

(3) **In Port:**

It may be said that overtime is not very frequently worked in port: the men who are not resting work from 7 a. m. to 11 a. m. and from 1 p. m. to 5 p. m. Further, when the night guard is not entrusted to special undertakings, it is done by some of the deck staff who serve three hours during the night and work five hours during the day, or by two watchmen who divide the night duty into two periods of six hours each.

Ways in which overtime work is compensated

(1) **Sunday work.** On voyages of short or average duration, the weekly rest is always compensated by actual rest, either in port or at sea.

In the case of longer voyages, the weekly rest is granted or compensated in the ports of call or the ports of departure and destination, or even at sea.

(2) **Hours worked in excess of the normal 8 daily working hours**

(a) **At sea:**

The hours of overtime worked at sea are so few that they can usually be compensated without difficulty by compensatory rest in any port, or at sea.

(b) **On sailing or anchoring:**

On long and average voyages, when the vessel does not make many calls **en route,** hours of overtime worked in weighing and dropping anchor, and even to a certain degree in checking and supervising cargo, are compensated by compensatory rest. On the contrary, for short voyages and for mixed or cargo boats on long voyages which have numerous calls **en route,** the hours of overtime worked on arrival in, or departure from port, are compensated wholly (short voyages) or in part (long voyages) by overtime pay.

The Marseilles shipowners fairly generally compensate overtime by pay: a fairly large number of the Mediterranean seamen seem to accept this form of compensation very willingly; the Unions, however, endeavor as far as possible to introduce compensation under the form of compensatory rest, and, moreover, this form of compensation appears to be becoming more frequent in consequence of the longer stays made by vessels at Marseilles. In all the cases mentioned above, it is in general by agreement between the captain and the crew and by taking into account all the circumstances that the form of compensation for overtime work is decided upon. When compensation takes the form of compensatory rest, the seamen receive their pay regularly every Saturday, and they are authorized to sleep on board and to take their meals on board in ports of call, ports of registry and the ports of departure and destination. Apart from exceptional cases, it does not appear that the seamen have any possibility of visiting their families during their rest periods. It should also be noted that up to the present, very little has been done to enable seamen to employ their leisure at sea in a useful manner.

(B) SPECIAL CASE: LARGE TRAMP STEAMERS

At Marseilles, cargo boats such as the "Batavia" and the "Australia," belonging to the "Transit Maritime," voyage without any fixed route, and the duration of their voyages varies from fifty days to ten menths: this type of navigation, which was not practiced in France before 1917, very closely corresponds to that of the British tramp steamers. These vessels are among those to which the Eight-Hour Act can be applied with the greatest facility.

Complement. Composition and rotation of watches

The deck staff consists of from twelve to fifteen men and duties are divided into three watches, which are relieved in accordance with the time-table drawn up by the Union of Marseilles Seamen given above.

Overtime work and methods of compensation

Since these vessels have no fixed dates for arrival or departure the weekly rest can generally be compensated under the form of compensatory rest. On the other hand, as the seamen on board have but rarely occasion to handle the cargo, they do not often work overtime: from fifteen to twenty hours per man per month is the average, and the number never exceeds thirty-five hours per man per month, nor four hours per man per day. It may be said that this overtime is never worked at sea, but only when weighing or dropping anchor. Compensation takes the form of overtime pay.

III. GENERAL SERVICE STAFF

It is with regard to the personnel of this department that the methods of application of the Act seem to present the greatest variety, according to the type of navigation, the ship, the length of the voyage, and even the seasons in the case of the same ship and the same route.

Compensation for the Weekly Rest

In all classes of shipping work the weekly rest day is nearly always compensated by actual rest, granted at sea whenever the opportunity arises, but more frequently in port, i. e., in ports of call and ports of departure and arrival, in proportion as the number of passengers diminishes. During the days of rest men resting are fed and lodged on board ship.

Hours of work undertaken in excess of the normal daily eight hours and compensation for the same

The number of overtime hours worked varies naturally according to the length of the voyage, the number of passengers and the particular duty of the different members of the general service. When a ship carries numerous passengers, the majority of these members work more than eight hours. Most overtime is worked by cooks and cooks' mates, on the days of the sailing and arrival, but especially at sea. On ships which sail from Havre, the cooks work sometimes sixty overtime hours in a month. On ships and for voyages on which overtime hours are most numerous, notably on ships belonging to the shipping companies of Marseilles, one may reckon in the case of the cooks and the cooks' mates two hours' overtime on an verage per man per day, and on certain occasions four hours per man per day. Stewards and stewardesses work on the average about two hours' overtime per person per day. Bakers work less overtime. Those who work with ovens which are in good repair and modern hardly have occasion to work any overtime at all. Butchers work very little overtime, except in the case of accident to their cold storage machines.

The method of compensation for overtime hours varies considerably according to circumstances. On the Havre-New York line compensation takes, in part, the form of rest during the voyage when the passengers are not so numerous (from September to May, for example, in the case of a voyage from New York to Havre) and in part the form of an additional allowance when it is impossible to compensate by means of rest.

Contrary to what takes place in connection with duty on deck and in the engine-room, duty in the general service department is not, as a rule, carried out by successive reliefs.

If the spirit of the Constitution is to be preserved as a factor in American life, encroachments upon our freedom by despotic Court dictum must be checked. Too long have we passively submitted while our rights have been abridged by judicial decree, and our liberties suppressed without authority or law. Our duty to posterity demands that we place our heel upon the viper of tyranny.

UNEMPLOYMENT IS REWARD OF VICTORY

(By J. Ford)

It is one of the ironies of the war that two of the "victorious" nations are faced with the most urgent unemployment problems. In the United States and England there is a greater number and a far larger proportion of unemployed workmen than in the "defeated" countries. In the United States there is an army of nearly 6,000,000, in England more than 2,000,000 while in Germany there is reported to be between 700,000 and 800,000 jobless men and women.

England has attempted to solve the problem by paying the unemployed a dole. In view of the high cost of living and its insistence on remaining high, this dole is a mere pittance. Nevertheless, however small it has been, it has acted as a deterrent on the actions of the jobless, since it prevents them from seeing the real motive of the Government.

The British Government is enmeshed in manifold schemes of imperialist intrigue. To carry out these schemes it must have a free hand.

It is faced with the complicated problem of robbing the German workers of as much of their labor as possible, in the shape of indemnity—and, at the same time, of not robbing them to the extent of actually IMPOVERISHING them and provoking rebellion. It is forced to negotiate this robbery, as well as that in Upper Silesia, with the most lawless, militaristic imperialist Government in the world today, namely, France, which is exacting the pound of flesh to the very last drop of blood in a baby's body. (In this work it is receiving the aid of the German capitalists.)

The British Government has the Irish problem, India, Persia and Egypt to settle. The questions of Turkey and Asia Minor, resulting primarily from French intrigue, threaten the very life of British imperialism.

Grave Problems Confront British

In short, the external problems confronting the British Government are so serious that it is forced to achieve at least a semblance of peace at home. Otherwise, it would be compelled to deal with the labor problem in all detail, and the unemployed would not be lulled by the pound-a-week dole.

That the United States, the supposed "victor" in the war, should manifest the most widespread unemployment of any country in the world, is one of the most significant phenomena. Gold has been pouring into the country; over half of the world's supply is here. Every week brings a fresh quantum. Through war loans and supplies furnished during the war, and through the credits that the American Government and bankers have granted to Europeans, America stands as the creditor of the world—WHILE 6,000,000 MEN AND WOMEN TRAMP THE STREETS LOOKING FOR A JOB, AND MILLIONS MORE ARE WORKING ONLY PART TIME.

It is most significant, however, that the foreign trade of the United States and England has suffered a mighty relapse during the past year. Today it is only half of what it was last year in both

countries. Each month witnesses a further decline. A large part of the American exports consist of raw materials and food. England has changed from an exporting to an importing country.

Germany is working at a feverish pace. Forcing long hours and low pay on the German workers, German capitalists are dumping cheap goods all over the world, thereby giving the American and British capitalists a lesson in exploitation efficiency—which they are not slow in following!

Industrial Depression Everywhere

And yet the world is very small. The purchasing power of the other countries is very low. South America is suffering from an unprecedented economic depression. Eastern and southern Europe enjoy little or no credit. Northern Europe is suffering from "overproduction." Asia is in the throes of an economic crisis. Spanish industry is at a standstill. In Belgium some of the industries are not working, even to 25 per cent of capacity.

France is slowly rebuilding her devastated departments. Her industries are reviving—France is living on the hope of obtaining the indemnity from Germany. The deficit in the French budget is about 5,000,000,000 francs.

The world of buyers is, indeed, a circumscribed one. None of them has a big purse, and none enjoys too much credit. Nevertheless, production depends on them; if export to them should cease or diminish to any more serious degree, CAPITALIST PRODUCTION WOULD BREAK DOWN COMPLETELY IN ALL PARTS OF THE WORLD.

In every country of the world, reconstruction is the demand of the hour. Even those countries that did not suffer from actual military operations await reconstruction. Thus, there is an appalling shortage in homes. The United States alone requires at least 2,000,000 homes. Yet with the excuse that the cost of labor and materials is too high, builders are undertaking no work. Rents have not declined. In places they have risen, and notices of increases are common. New buildings would be an entering wedge for a reduction in rent. Against this, the landlords, and with them, the banks, fight. Hence, the workers may go without homes—and masons, bricklayers, carpenters and plumbers may go without work.

Manufacturers Limit Production

Manufacturers, especially of the United States and England, have adopted the policy of limiting production. Thereby they maintain prices, keep the number of employes at the lowest point possible and create an army of unemployed who serve a most useful purpose.

These jobless men and women serve to bring wages down to the starvation minimum and hours up to the maximum. They help to fight the closed shop, since a man without a job generally becomes careless about his membership in a union.

Hence, improvements and repairs of every character cry out for work. While the public works wait for execution, and where an increase in production would bring about a reduction in price, by this method of decreasing the number of employes and driving them on to longer hours, and higher efficiency, CAPITALISTS ARE EARNING INCREASING DIVIDENDS — AND 6,000,000 MEN AND WOMEN, A LARGE PART OF THEM SKILLED, WITH IDLE HANDS, MARCH FROM PLACE TO PLACE, CLAMORING FOR WORK!

Products Are Destroyed

Farmers producing to obtain the highest prices on the market, and knowing and having experienced (too often to their detriment) the law of supply and demand that rules capitalist society, have limited production. Milk is dumped into the sewer in order that a better price may be obtained. Farm products are allowed to rot, in order not to "demoralize" the market. Eggs and fruit are thrown into the ocean; cargoes are destroyed at sea; the raising of cattle and swine is made unprofitable by packers and produce merchants, who control the market by a short supply, maintain or raise prices to the limit, and EXACT A TOLL IN LIFE AND HEALTH FROM EVERY MAN, WOMAN AND CHILD!

This regulation in production denotes regulation in the number of farm hands. Instead of ABUNDANT production that could utilize a large part of the unemployed, there is more than "ample farm help, wages are low, conditions are similar to those prevalent before the war—long hours, wretched housing, etc. AND 6,000,000 MEN AND WOMEN CRY OUT FOR WORK, FOOD AND SHELTER!

This is capitalism!

This is "reconstruction" in rich, "prosperous" America, creditor and purveyor of the world, in the year 1921!—Seattle Union Record.

WHAT'S THE USE?

The United States now has nearly one-half of what gold there is in the world, and more coming every day. For the last six months, the average monthly gain has been about $73,000,000.

Meanwhile the condition of international exchange has not improved; in fact, it is as bad now as it has been since the first week in January.

When we acquire the other half of the world's gold, therefore, what shall we do with our accumulation? Shall we put it on exhibition somewhere, or melt it up into gewgaws?

We shall not be able to buy anything with it, obviously, nor yet can we eat it.

Might we not, perhaps, make it into a monument to commemorate the day wherein this people of ours finally learned that payment in gold is no payment at all; that gold enters this country only as a commodity, like coal or lumber; and that goods can only be paid for in goods? —The Freeman.

The United States Bureau of Labor statistics again shatter the propaganda of cheap wage advocates that food costs are being rapidly reduced.

The bureau states that there was an increase of 2.7 per cent in the retail cost of food to the average family in July as compared with June.

During this period wholesale prices for farm products and foodstuffs also increased, the former group advancing 1¾ per cent and the latter 1½ per cent.

MARITIME UNIONS OF THE WORLD

International Seamen's Union of America,
355 North Clark Street, Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA

Federated Seamen's Union of Australasia—
38 Trades Hall, Sydney, N. S. W.
49 Clarence Street, Sydney, N. S. W.
1 Crawford Street, Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Trades Hall, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adeliade, South Australia.
26 Edward Street, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Federated Cooks' and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN

National Sailors' and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway Street, Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 14-16 Central Building, 41 North John Street, Liverpool.

BELGIUM

Belgian Seamen's Union, Brouwersvliet 30, Antwerp.

GERMANY

Transportarbeiter Verband, Reichsabteilung Seeleute. Engelufer 18, Berlin S. O. 16, Germany.

FRANCE

General Federation des Marins, 4 Avenue Opera, Paris.

NORWAY

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

Norsk Restaurationsforbund, Sandbrogatan 7, Bergen.

SWEDEN

Svenska Sjomans Unionen, 4 de Langgatan 25, Goteborg, Sweden.

Svenska Eldare Unionen, Andra Langgatan, 46 Goteborg.

DENMARK

Somandenes Forbund, Toldbogade, 15 Copenhagen.

Sofyrbodernes Forbund, St. Annaplads 22, Copenhagen.

Dansk So-Restaurations Forening, L. Strandstrade 20, Copenhagen.

HOLLAND

Zeelieden Vereeniging "Eendracht," 4 Nieuwsteeg, Rotterdam.

ITALY

Federazione Nazionale dei Lavoratori del Mare, Corso Principe Odoñe 2, Genoa, Italy.

SPAIN

Sociedad Sindical de Fonda Maritima de Camaros, Cocineros y Reposteros, Calle Mayor 44, Barcelona.

URUGUAY

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavârria 363 (Altos).

BRAZIL

Associacâo de Marinheiros e Remadores, Rua Barâo de San Feliz 18, Rio de Janeiro.

Sociedade União dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marittimo dos Empregados em Camara, Rue dos Benedistinos 18, Rio de Janeiro

SOUTH AFRICA

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

Pacific Coast Marine

The cod and salmon fishing fleets which left Alaska recently, loaded to the primsoll marks with the first catch of the season's fish, are due in San Francisco.

A slash of five shillings has been made by British steamers in the rate on grain from the Pacific Coast to the United Kingdom and Continental Europe. What action the Shipping Board will take to meet the foreign steamer cut has not been announced.

Having been overhauled and made ready for sea, the big liner "Great Northern" recently turned over to the Navy from the War Department, has been ordered to proceed to Bremerton, where passengers will be taken aboard for her run to the Atlantic.

Pillsbury & Curtis, marine surveyors, report that investigation has shown that salvage of the "Alaska," which is lying in twenty-four fathoms of water, will be impossible. No bodies were found by the diver who was sent down to the wreck off Blunt's Reef.

The Federal grand jury at San Francisco brought in a verdict exonerating mates Charles Ferris and Effin Dubnofsky of the schooner "Sophie Christensen" for the slaying of the Japanese cook, H. Hiyama, after he had murdered the ship's master, captain Michael McCarron.

Three more twin-screw 14,000-ton steamers have been added to the fleet of the Luckenbach Steamship Company for intercoastal service. This makes ten steamers operated by the company via the Panama Canal. The three new steamers have been transferred from the European service.

According to a notice given out by the United States Hydrographic Office, the skipper of the American steamer "Forest King" reported to the office that on August 23 at 1:28 p. m. he sighted a mooring buoy with chains attached, adrift, at latitude north 41 degrees and 25 minutes and longitude 124 degrees and 15 minutes west.

The United States coast guard cutter "Tampa," recently built at the Union Construction Company, Oakland, was given its deep sea trial last week and will go to the Atlantic Coast soon for duty. The "Tampa," built for Atlantic Coast patrol duty and for relieving ships in distress, will go into service when she takes a group of cadets to Europe on a long cruise.

Carrying about fifty thousand barrels of lubricating oil to St. Katherine point, England, the tanker "Ampullaria" sailed from here recently. This is the maiden trip of the vessel and also marked the first dispatch of lubricating oil from the Pacific Coast to England in several months. The "Ampullaria" is owned by the Anglo-Saxon Petroleum Company.

The fishing season on the Columbia river ended August 25 with the salmon pack the smallest in a decade. Sixteen million five hundred and four thousand pounds of raw fish were used in canning. The estimated pack of mild cured and cold storage salmon is 3050 tierces. This will bring the total amount of raw fish consumed to nearly twenty million pounds. The money paid to fishermen was slightly less than $1,000,000. The amount paid fishermen last year was more than $3,000,000.

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Ahlstrom, Ellis	Kluck, Karl
Ahlstrom, Kilian F.	Kaaveland, Thos.
Apinaitis, Antony	Kennedy, Bart
Anderson, J. A.	Kelly, D. J.
Amundsen, Ben	Kiepper, T.
Allen, I. J.	Korliz, Jack
Allen, William	Kraus, Jack
Anderson, Otto	Larson, Chris
Anderson, Axel	Lundgren, Gust
Anderson, Bill	Law, H. C.
Anderson, A. B.	Lackey, Chas. H.
Allen, E.	M.
Bassin, George	Lambers, G. B.
Back, Christ	Leskinen, John
Bachman, Peter W.	Lewis, H. S.
Baker, Eddie	Lent, Frank
Beals, Chas. M.	Langerud, Henry
Bjorseth, K. M.	McDonald, James
Bennett, Chas. C.	Miller, Winford
Boria, Mike	Mack, George W.
Breen, Thomas	Martin, Charles
Bach, S. C.	Mallkoff, Peter
Bakke, Eilif J.	Meyer, Robert
Corrigan, Reul B.	Morey, Art J.
Cooper, Oswald	Mikkelsen, Harry
Durett, Joseph E.	Muldrose, W. L.
Doehring, Otto M.	Markim, Bernard
De Mon, Earl	Mackway, George
Danielson, Alben	McGregor
Dietz, A.	Neuman, Alex
Erickson, Emanuel	Neuman, John C.
Erickson, Hans E.	Norberg, John E.
Ellis, I. W. S.	Norgaard, Henry
Emmerz, Josef	Norman, A.
Engler, Samuel	Nelson, Peter
Elze, Carl	Nilsen, Christ
Fielding, P.	Olson, John
Forsberg, Swen L.	Olsen, Michael
Framnes, A.	Olson, Tom
Fugman, Arthur	Osterlund, A. J.
Foster, Clarence	Peppert, Fred C.
Francis, William S.	Peterson, Carl A.
Golden, Roy L.	Petersen, William
Gilkison, A. F.	Pettersen, John
Gray, John	Paterson, George
Gluck, Karl	Petersen, Knut
Gorman, Peter A.	Pursi, Ernest
Gallery, Russell B.	Paysti, Anskelm
Glaser, Jean	Preston, E.
Green, Joe	Pope, Bert
Harris, Thomas	Pehle, Frank L.
Hall, Robert E.	Rhodes, Russel C.
Halvorsen, Hans	Redondo, Manuel
Hopperman, H.	Rever, John T.
Holman, Martin	Rosenau, J.
Hanson, William	Robertson, E. J.
Harris, John T.	Rengsdorf, W.
Huber, Charles L.	Sibley, Milton
Hanson, O.	Sadling, Axell
Howell, E. W.	Spatig, Harvey S.
Hanson, Carl	Sauer, O. K.
Holman, Martin	Samuelsen, Sigvart
Hofstad, Lester	Sanderson
Henriksen, George	Skaar, Jakol
Hines, Leo	Skubber, Hans
Hill, Charles	Skaar, O. W.
Holmes, M.	Swansson, N. O.
Heino, Gust.	Smith, Carl J.
Ingvealsen, Arthur	Sitts, Bud
Jensen, Emanuel	Sinclair, P.
Johansen, Stefan	Sterner, Charles
Jensen, Chris 2278	Slade, I. S.
Johnson, E.	Sanders, George
Johnsen, Ben	Svansson, Ernest
Jensen, E. Churs	Toomey, Paul
Joyce, Dan	Thompson, Guy
Koster, Walter	Thornquist, Adolf
Klaver, R.	Tuhkanen, John J.
Karlsson, August	Tolman, W. E.
Kopperman, H.	Torwick, H.
	Taylor, Bert
	Tingstrom, A. R.
	Taylor, J. G.
	Veits, Clayton L.
	Weber, Fred C.
	Westley, W. E.
	Walter, E.
	Wallace, Chess C.
	Witravamen, Geo.
	Warnick, A. D.
	Walters, Fred L.
	Wohn, Otje
	Wolff, Herbert
	Wood, E. E.
	White, William
	Wurtanen, Frans
	Willey, Edward
	York, Chas. E.

REGISTERED LETTERS

	Peterson, Carl
	Behmar, Joe
	Delgado, Nazario
	Worgaard, H.

PACKAGES

	Adams, H. C.
	Heaps, James
	La Born, Roy
	Okasski, Wellington
	Scarthland, Gunnar
	Williams, Edward

ALBERT MICHELSON, Attorney at law; attorney for Marine Firemen & Watertenders' Union; Admiralty law a specialty. 676 Mills Bldg., Telephone Douglas 1058. Residence Phone Prospect 2908.

INFORMATION WANTED

Fred Klein, who left New Orleans on the S. S. "Lake Ferona" in March, 1920, is inquired for by his father, L. Klein. Address, care the Eastern and Gulf Sailors' Association, 543 Bienville Street, New Orleans, La. Charles Thoresen. Agent.

Anyone knowing how Eugene McNulty, coalpasser, met his death recently at Boat Harbor, Newport News, Va., while employed on S. S. "Colquit," will confer a favor on his mother, Mrs. Frances McNulty, 511 Hemlock street, Scranton, Pa., or Silas B. Axtell, 9 State street, New York City, by communicating with either one.

Anyone knowing the whereabouts of William Peterson, born in Norway, last heard of in Bayonne, N. J., when he quit the S. S. "Gulfland" on November 11, 1918; is requested to communicate with Joseph A. Moran, 43 Ship street, or John Ward, 489 Eddy street, Providence, R. I.
4-27-21

Fore Grandinetti, of Campias, Brazil, brother of Cesaro Grandinetti, who died at sea, can recover $119.21, his distributive share of the estate of said Cesaro Grandinetti, by communicating with Attorney Silas B. Axtell, 9 State St., New York, N. Y.
4-13-21

Mrs. John M. Eshelman, 601 Underwood Bldg., San Francisco, is anxious to ascertain the whereabouts of Friend McHarvey, a native of California, age 40, last heard from while in Alameda county this spring, 1921.
2-16-21

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INFORMATION WANTED

Brother of Carl Wohmar Holm, a native of Isle of Nargem, Esthonia, born 1888, last heard of at Newport, Monmouthshire, England, on an American ship in 1916. Kindly communicate with Erik Kristian Holm, care National Sailors' and Firemen's Union, 9 Dubois street, Antwerp, Belgium.
7-27-21

Mrs. Margareth Watson is anxious to ascertain the whereabouts of her husband, John Watson, who left Seattle on board the S. S. "Jadden," and was then heard from in June, 1920, on board the S. S. "Quaker City," at Philadelphia. Anyone knowing his whereabouts, kindly communicate with his wife at 3420 Thirty-ninth avenue S. W., Seattle, Wash.
6-22-21

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Weekly News Letter

Contributed by the American Federation of Labor

The Gunman's Paradise

The United Mine Workers' Journal makes this reference to McDowell county, West Virginia, where Sid Hatfield was murdered:

"McDowell county, West Virginia, is the place where the life of a union miner is worth nothing. Thugs and gunmen, whose salaries are paid by coal companies while they serve as deputy sheriffs, run wild over this county, assaulting and murdering whom they please. They have no regard for law or common decency. Their sole mission is to fight the United Mine Workers of America."

Unemployment Grows

Figures issued by the Cleveland Trust Company show an employment shrinkage of 45 per cent in 55 plants which a year ago employed 12,262 women workers, and in June, this year, employed 6717.

Regarding men workers, the report shows that in fifty plants employing fifty thousand workers a year ago, on August 1, this year, there were only 20,950 employed. Last year the average weekly earnings of unskilled workers in these plants was $28; now it is reported as $16.80, a slash of 40 per cent.

It is interesting to note that the same authority shows that out of every thousand automobiles in the world, 843 are owned in the United States—but not, it may safely be assumed, by the workers who are subjects of the Cleveland Trust Company report.

Court Upsets Child Labor Law

The Federal Child Labor Law, which imposese a Federal tax of 10 per cent on the profits derived from products on which child labor is employed, is unconstitutional, rules Federal Judge Boyd.

The Court is shocked at this assault on the theory of State's rights, just because a lot of children are exploited in cotton mills of this State and elsewhere. He says this law "is a usurpation of authority and a violation of the sovereign rights of the State."

This is the second time that Judge Boyd has started attacks on anti-child labor laws. His first attack was sustained by the United States Supreme Court, June 3, 1918, in one of its well known 4-to-5 decisions. This law was known as the Owen-Keating Act, and debarred from interstate commerce the products of any establishment which employed children under fourteen years of age or where children under the age of sixteen years were employed more than eight hours a day.

Congress then passed another law (the one now set aside by Judge Boyd). This Act was based on the taxing power of Congress and provides that the Federal internal revenue department shall collect as a tax 10 per cent of the profits derived from products on which child labor is employed.

Judge Boyd insisted that the regulation of labor is a State function which cannot be evaded by the United States, either directly or indirectly.

Battleship to Stay

Airplanes can sink or seriously damage any vessel, but the battleship is still the backbone of the fleet and the bulk of the nation's defense.

In this connection, the board says: "Air craft carrying high capacity, high explosive bombs of sufficient size, can sink or seriously damage any naval vessel as present constructed, provided such projectiles can be placed in the water close alongside the vessel.

"Furthermore, it will be difficult, if not impossible, to build any type of vessel of sufficient strength to withstand the destructive force that can be obtained with the largest bombs that airplanes may be able to carry shore bases."

After stating that it may be "impossible" to build battleships that can withstand the airplane, the board declares that battleships are still the backbone of the fleet and the bulwark of the nation's defense.

"The airplane, like the submarine destroyer and the mine, has added to the dangers to which battleships are exposed, but these have not made the battleship obsolete," it is stated.

The report urges the highest development of anti-craft armament to offset advances by other nations in this mode of warfare.

Deflation for Workers

"In all this talk about the readjustment and reconstruction, why is it that the pressure is always brought to bear upon those whose standards of life and everyday existence would be demoralized by a reduction of wages, and why this drive to reduce wages first?" asks President Gompers, in a statement on present conditions.

"Wouldn't it be more humane," said the trade unionist, "to start with 'them as have' and whose profits or incomes derived from their surplus savings would be the only factor affected?

"There is a dangerous concept among many that automobiles and ice cream are all right for those who can't serve society and who produce nothing, but that the toilers must enjoy nothing of the good things of life.

"The women know that the cost of living has not come down. Instead, with profiteering going unchecked and unrestrained, the cost of living is going up, especially rents. Ninety per cent of the homes in the United States were built before the war, but the exorbitant rents gouged out of the tenants by the profiteering and unscrupulous landlords is blamed on the high cost of labor during the war."

S. T. Hogevoll, Admiralty Lawyer, Seamen's cases a specialty. Sixth floor, Pacific Bldg., Fourth and Market Sts., San Francisco, Phone Kearny 1880.—Adv.

International Seamen's Union of America

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(Continued on Page 11)

The Seamen's Journal

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, AUGUST 31, 1921.

TIME TO TAKE HEED

An expression frequently applied in reference to evildoers is to the effect that "if you give them rope enough they will hang themselves." A number of recent events seem to indicate that the American Legion has given substantial proof as to the truth of the proverb; at least, a few of their activities show a tendency to react.

The Congressional Record, August 15, 1921, contains a certain petition and memorial which was laid before the Senate, referred to the Committee on Judiciary; and at the instance of Mr. Borah, published in the Record. The petition is as follows:

National Headquarters,
Private Soldiers' and Sailors' Legion
of the
United States of America.

Washington, D. C., August 10, 1921.
Petition.

To the Senate and House of Representatives of the United States of America, in Congress assembled:

On September 16, 1919, the Congress, by special enactment, granted a charter to a group of men and their successors, empowering them to organize an association of veterans of the World War, under the name of the American Legion.

By reason of the possession of this special charter, and because the organizers had been furnished by interests which have never been revealed with practically unlimited funds, the American Legion has come to be considered by the general public as an organization voicing the spirit and aspiration of all former service men. Ever since its organization the men in control of the American Legion have wrongfully assumed to represent the great body of veterans of the World War in matters of legislation, of public policy, and in many questions in which those leaders are personally interested, but about which the body of veterans as a whole care nothing. These leaders have become so overbearing and insolent in their assumptions that they are now, and for some time have been, presuming to give voice to the opinions of all former service men—those who do not belong to the American Legion as well as those who do. Their conduct in this regard has gone to such lengths that we feel that it [illegible] incumbent on us to acquaint you, as the directing power, with the actual facts.

The real situation is this: A group of silk-stockinged officers met in France and determined on the formation of an association of [illegible], at a time when the Army was rapidly returning to the United States, a committee of hand-picked, self-constituted former officers, carrying out the line of action which had been determined on at the preliminary meeting in France, opened offices in New York and procured from unknown sources some hundreds of thousands of dollars, to be used in furtherance of their ends. This committee prepared the constitution and by-laws for the proposed organization, which was to be known as the American Legion, and arranged for a meeting in St. Louis, at which the constitution and by-laws were to be adopted and the American Legion launched. This same New York committee supervised the selection of delegates to the St. Louis meeting by calling on the draft boards throughout the United States to hold meetings of former service men at which the delegates were to be selected. In each instance these meetings were restricted in their choice of delegates to officers of the rank specified by the New York committee.

By the terms of the charter of the American Legion and its constitution and by-laws, its first officers were selected by the organizers, and the successors of these officers are still chosen by the same self-constituted interests on a self-perpetuating basis.

We charge:

1. That the organizers and present officers of the American Legion organized it with tainted money, for the purpose of giving the men who placed themselves in its control an opportunity of misrepresenting the wishes and desires of former service men wherever such wishes and desires clashed with those of the unknown men who had furnished the money, and who are the real power behind the Legion.

2. That the present officers of the American Legion have no authority to speak for the rank and file of veterans, either within or without the Legion.

3. That the present officers of the Legion are receiving and paying out to themselves vast sums of money in salaries and expenses, ostensibly because of the services they are rendering to former service men, when, in truth, their services and activities are not in the interest of the veterans, but of the hidden group of men who furnished the secret funds for its organization.

4. That notwithstanding a clear and unequivocal provision in the law granting the American Legion its charter to the effect that a financial statement must be annually filed with Congress, no such statement has ever yet been filed.

5. That in carrying out the orders of the unknown interests who furnished the funds for its organization the present officers of the American Legion have instigated and incited lawlessness in numerous instances. An examination of the facts in the cases of Arthur Clark, Carpenteria, Calif.; Frederick Reis, Jr., Cincinnati; Kate O'Hara, Minot, N. Dak.; former Senator J. Ralph Burton and Prof. Wilson, at Ellinwood, Kan.—to mention only a few of these instances—will convince all fair-minded men that the perpetrators of these outrages should not be permitted to hide their offenses behind a Federal charter.

6. That the leaders of the American Legion have pursued the settled, uniform policy of interfering with and dictating to public schools and colleges, churches, newspapers, public meetings, political assemblies, officers charged with the preservation of the public peace and all persons and all activities which in any way threatened to endanger the interests of the secret financial backers of the Legion, and they still pursue this policy under the cloak of their Federal charter and without any authorization from the body of their members.

7. That from the day of its organization the attitude of the officers of the American Legion toward labor, and especially toward organized labor, has been so virulent and hostile as to justify the inference that the secret funds secretly furnished for its organization were contributed for the express purpose of opposing the welfare of all men who work for wages, under the specious guise of patriotism.

We have no quarrel with our buddies who were induced by false pretenses to join the Legion. Our criticism is directed solely against the men who have misrepresented and exploited not only the rank and file of the American Legion but ourselves and all other veterans as well; and we respectfully petition the Congress, in the interest of all former service men, to appoint a committe to examine into this matter, with the view of repealing the charter of the American Legion, so that it may cease to cloak the scandalous and disgraceful conduct of a small coterie of self-constituted, self-perpetuating officials.

Respectfully submitted,

NATIONAL EXECUTIVE COMMITTEE,
PRIVATE SOLDIERS' AND
SAILORS' LEGION.

[Seal]

MARVIN GATES SPERRY,
National Chairman.

EARL L. SEAL,
National Secretary.

As stated by Mr. Borah, the petition is of great importance and a serious matter to all concerned.

Observing from a patriotic and unbiased standpoint, these ex-service men are satisfied that the American Legion as at present constituted and operated—does not properly represent the great body of veterans of the World War. That it is detrimental to the welfare of the country at large, and especially injurious to the workers. They charge outright that the American Legion was fostered and still receives its nourishment from subtle interests antagonistic to all men who work for wages. There is no equivocation, or mincing of words, the accusations are straight and to the point.

Their sincerity is not a matter of doubt.

Never stopping to question as to reason, but ready to give their all for their country, these men relinquished their positions, prospects and business careers. They sacrificed homes, properties, health and even life in order that democracy might be secure.

It has been remarked, with a measure of truth, that one of the brightest revelations of the war was the self-sacrificing spirit of America. That quality of spirit was well represented by American toilers.

They suffered all the hardships of modern warfare, with no other reward in view than the fulfilment of an ideal.

When their task had been accomplished, and these men were no longer needed; what recognition was granted for such service? To what were they returned? Were they welcomed home with gratitude by the employers whose interests they had defended? Was there any real effort to make the infiltration into private life as easy as possible, with their rights regarded and their welfare conserved?

Not by any manner of means.

Even while they fought and the result of sacrifice was already foreshadowed, predatory interests were conniving, and preparing, a situation where the very helplessness of the returning service men could be capitalized or exploited. As if by international understanding, the machinery of commerce quickly and smoothly subsided and the wheels of industry were almost brought to a standstill throughout all the victorious industrial nations.

Therefore, after strenuous fight and superb sacrifice, while profiteers and "dollar patriots" were waxing wealthy beyond dreams, industrial conditions settled to a state that offered the fighters only prewar circumstances and forced them into desperate struggle to maintain that. While the red-blooded manhood fought, thousands of new millionaires came into existence, and with victory achieved the workers and fighters were forced into competition for the few opportunities which remain to eke out an existence, based upon the lowest possible standard of living.

With such things to be, the necessity of perfect control over both fighter and worker is apparent. However, it may be possible that in drunken arrogance, the Apostles of Greed have overstepped the bounds of discretion and safety.

While the door of the United States Treasury has been practically set ajar to the railroads, so that the diversion of coupon clipping shall be undisturbed, conditions have been created that operate to further submersion of the masses, and in the struggle many of those who saved democracy are left at a disadvantage. But this petition of the Private Soldiers

and Sailors Legion is significant. The treatment to which they are subject and the privations suffered is causing them to do some tall thinking. They are just about at the end of their patience, and their ability to absorb punishment has reached the breaking point.

"It is a long lane that has no turning." There are some who have never lost faith in the intelligence embodied in our ex-service men, and they now begin to see their faith substantiated.

These men who courageously faced the horrors of war are not inclined to whimper now. They will not permit themselves to be misrepresented to their own people, and there is a peculiar revulsion revealed in the memorials to our representatives at Washington which they might do well to heed.

The average American is one of the most patient, law-abiding individuals in the universe, but once properly aroused a tiger cat is gentle in comparison.

The members of the Soldiers and Sailors Legion believe that they fought for an ideal, and in the name of humanity that belief must not be shattered, the result might be too serious.

We cannot believe that there is not sufficient of perception or patriotism to give this petition of the Private Soldiers and Sailors Legion the thorough and unprejudiced investigation that circumstances warrant. A serious problem requires solution and it must be met with all the earnestness and intelligence that the situation demands.

The cry of disloyalty cannot be hurled at the petitioners in this instance. Their patriotism, having been proven, cannot now be questioned so that the usual suggestion that the demand emanates from reckless radicals can bear no weight.

IN THE WAKE OF DISASTER

The fact has been established beyond any reasonable doubt that the long death list resulting from the wreck of the steamer "Alaska" on Blunt's Reef, August 6, 1921, was due in great part to inefficiency of the crew of strikebreakers, which constituted the largest percentage of the vessel's crew.

We have always maintained that employment of incompetent or inefficient crews by vessel owners is criminal, and reckless gambling with the lives of passengers and crew alike.

Taking into consideration the brazen manner in which vessel operators violated laws, and ignored provisions for protection of life and property at sea, during the recent lockout, it was inevitable that should emergency arise where efficiency and training were required, the situation would result in disaster. Such was the case with the steamer "Alaska."

When the disaster did occur and inquiry was forced, every possible device and subterfuge was employed by the steamship company to cover up their responsibility. In this they received considerable encouragement from the attitude of the Federal inspectors, who displayed keen desire to tangle those witnesses who gave evidence unfavorable to the steamship company.

The first hearings were held behind closed doors, neither the press nor public being admitted, and the witnesses were only allowed in one at a time. When such things are permitted and subordinate Government officials assume such peculiar attitude the public will never know what evidence is given or suppressed. As stated in the Journal issued August 10, 1921, "There is always the possibility, where some measure of blame may rest upon a Government bureau for laxity in fulfillment of its duties.

The actions of the Federal inquisitors does not suggest eagerness to drag out the whole unvarnished truth.

The first statements of unbiased and uninfluenced passengers taken at Eureka, where they were landed, have not been discredited, but rather corroborated by the evidence adduced at San Francisco, and it reveals glaringly the extent to which the vessel operators are to blame; also there is suggested criminal carelessness, or worse, upon the part of those officials entrusted with enforcement of the law.

The insidious efforts to discredit the damaging evidence of bos'un Helmer reveal to what desperate straits conspirators can be driven. A strikebreaker was induced to give testimony to the effect that there was labor trouble aboard, and that members of the "Alaska's" crew had refused to rescue survivors without extra pay; but this individual's evidence was impeached beyond question. The following documents are of great importance to the case in question, and they refute the statements of those interested persons, who sought to cover the company's responsibility by clouding the issue.

The following letter, from the master of the British steamer "Anyox" in reference to the wreck of the "Alaska" has been received by the Vancouver Agency:

(Copy.)

August 13, 1921.

Mr. R. Towsend,
Agt. Vancouver Branch,
Sailors Union of the Pacific.

Dear Sir: Seeing that my crew, when picking up the survivors of the S. S. "Alaska," were members of your organization; I feel that it is only fair to inform you that I am proud of the self-sacrifice and able way in which they carried out their various duties at a critical time, and in particular G. Campbell, No. 1745, R. Russell, No. 1662, and W. Ross, No. 1420, who so manfully upheld those traditions of the sea which belong to the race of people their names signify.

Yours very truly,
S. SNODDY,
Master S. S. "Anyox."

Affidavit in the Matter of the Loss of the Steamship "Alaska"

I, Bernard McKillop, of the City of Vancouver and the Province of British Columbia, make oath and say as follows:

(1) I am the chief officer of the Steamship "Anyox" and I have held that position when she went to the rescue of the Steamship "Alaska" when that vessel was wrecked on the coast of California.

(2) I ordered my men into the lifeboats and I was stationed at the gangway when the survivors from the "Alaska" were brought aboard the "Anyox."

(3) My men were the only ones needed to man the lifeboats and at no time were any of the survivors asked or required to man any of the lifeboats from the steamship "Anyox" although there were volunteers.

(4) At no time did I hear any of the members of the crew of the "Alaska" who had been rescued demand from the mate of the "Alaska" any extra compensation or bonus before they would perform rescue service and as a fact their services were neither needed or requested. And I make this solemn declaration conscientiously believing it to be true.

BERNARD MCKILLOP.

Declared before me at the City of Vancouver, Province of British Columbia, this 18th day of August A. D., 1921.

JAMES BROOKS,
A Notary Public, in and for the Province of British Columbia.

There appears to have been but little real light brought forth by inquiries into the causes for this apparently unnecessary loss of life. The whole blame for the disaster has been placed upon the captain, who died like a man at his post.

As a means of keeping clean skirts for themselves certain Government officials seem willing to permit the company to hide behind any iniquitous subterfuge. Under the circumstances we are compelled to the belief that responsibility for the untimely death of the Alaska's passengers will never be placed where it properly belongs.

OFFICIAL

SAILORS' UNION OF THE PACIFIC

Headquarters, San Francisco, Cal., Aug. 29, 1921
Regular weekly meeting came to order at 7 p. m., O. A. Holmberg presiding. Secretary reported situation unchanged.

R. INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Phone Kearny 2228.

Vancouver, B. C., August 22, 1921.
Shipping and prospects dull.

R. TOWNSEND, Agent.
153 Cordova St. W. P. O. Box 571. Phone Seymour 8703.

Tacoma Agency, August 22, 1921.
Shipping fair.

A. KLEMMSEN, Agent.
2016 North 30th Street. Phone Main 808.

Seattle Agency, August 22, 1921.
Shipping fair.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Phone Main 4403

Aberdeen Agency, August 22, 1921.
Shipping in steam schooners fair.

CHAS. OLESEN, Agent.
P. O. Box 280. Phone Main 557.

Portland Agency, August 22, 1921.
Shipping dull.

JACK ROSEN, Agent.
88½ Third Street. Phone Main 6013.

San Pedro Agency, August 22, 1921.
Shipping good.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Phone 137-R.

Honolulu Agency, August 15, 1921.
Shipping picking up.

WILLIAM HARDY, Agent.
P. O. Box 314. Phone 1930.

DIED

Hjalmar Andreasen, No. 1804, a native of Norway, age 41. Died at Shanghai, China, July 23, 1921.

Edward Hawkins, No. 3408, a native of Montana, age 27. Died at Portland, Ore., August 14, 1921.

News from the Atlantic Coast

VIEWS OF A LEGAL MIND

Silas B. Axtell, writing from Copenhagen, Denmark, gives several interesting sidelights on his travels. After visiting Berlin, Axtell spent a day in Hamburg with the president of the German Seamen's Union at that port. He states that "The Germans have scarcely any vessels and their seamen have disappeared."

They have six new 12,000-ton vessels, but the 3000 seamen in the port of Hamburg are all employed on small craft.

Although living generally is high and wages low—according to the present rate of exchange—a flat can be rented for 250 to 400 marks a year.

In Germany the factories are running on Sundays as well as week days. There is an eight-hour day, but stores generally remain open from 9 a. m. until 7 p. m. Wages of salesgirls range from 250 to 1000 marks per month. A mark in Germany at present will purchase the equivalent of what can be bought for 5 cents in the United States, in spite of the fact that its exchange value is only 1 1-5 cents. Crops are good, with an appearance of everybody buckling down to hard work. "With champagne at $1 a bottle, it is easy to see how American seamen miss their boats.'

"Our comrades in Denmark have been through a bad strike, which did not turn out well, but none of them have for that reason lost confidence in their union."

Many Danish vessels are laid up and their tonnage suffered from the submarine blockade; but prospects are good in the country. No unfriendly feeling for Germany is apparent, and they are ready to co-operate with German labor unions for mutual protection of seamen.

Danish seamen's wages are 316 kr. per month; other grades in the same ratio as in the States. At present rate of exchange a kroner is worth 16 cents, so an A. B. draws $50.50 per month. But you can rent a very cheerful three-room apartment for 500 kroner a year ($80), which is much less than we are compelled to pay in the United States. All things considered, the wages of Danish seamen compare very favorably with those of American seamen. The seamen of Denmark have an agreement with ship owners which expires January 1, 1922. The Danes seem to be proud of their own country, but at the same time more willing to co-operate with workers in other lands in individual strife than are the American workers.

In concluding his review of conditions, Axtell states: "In spite of the fact that this (Denmark) is a monarchy, and we and Germany are republics, I believe there is more personal liberty and state socialism practiced here than in either of said republics. As I've said before, we have much to learn from Europe."

You can not reform the physical conditions of being by means solely intellectual any more than you can appease hunger by reading a menu.

CLASS CONSCIOUS SCABS

Editor Seamen's Journal:

Will you kindly publish this little article in the Journal. It gives a first rate definition of a **"Scab."** Please note that these scabs enjoyed a vacation by taking the bread and butter from the mouths of their fellow-countrymen.

C. BULLOCK,
Agent, Port Arthur, Texas.

The clipping from a Texas paper follows:

Three Texas business men—young fellows, all of them—who, by way of vacation, made a voyage on the Shipping Board steamship "Tekoa," from Galveston to Germany and return, as members of the crew, came ashore from that vessel yesterday, glad to get back to the United States, yet delighted with their experiences on the high seas and in Germany.

The men were L. S. Stockton, assistant cashier of the People's Bank of Louise; P. S. Stockton, proprietor of a mercantile store in Louise; and E. R. Albaugh, clerk for the Southern Pacific Railroad at El Campo.

They were signed on as messmen when the vessel left here last June 15, according to L. S. Stockton. On the way out of the gulf they ran into the hurricane which caused such a disturbance during the latter part of June, and had five days of stormy weather, finding it necessary to run before the storm as well as they could; and the landlubbers were well satisfied when this part of their adventure had ended.

In Germany, according to Mr. Stockton, they found it possible to hire men to substitute for them on shipboard for fifty cents a day, which, he said, seemed like big wage to the Germans, for one dollar in United States money at that time would buy seventy-nine German marks. By thus hiring substitutes, they were enabled to see all of Hamburg and Bremen.

"I don't see how the people live," said Mr. Stockton. "Food is plentiful enough, but the price is high, when considered in native money, and the wages some of the workmen draw are very low in comparison with what it costs to buy things. Of course, American money being at such a premium, enabled us to get anything we desired at what seemed to us a very low price.

"We found the Germans, as a rule, very well disposed toward us and toward all Americans in general.

"The shipyards seemed to be very active. They were building new merchant ships to replace those they lost during the war or surrendered to the Allies. Some of the old battleships which they retained are being dismantled and converted into cargo carriers."

Mr. Stockton reported that the people seen on the streets, particularly in Bremen, seemed to be well dressed and that conditions of general business appeared to be much the same as they are in this country.

The three men are well pleased with their trip and its adventures and declare that it is an ideal way to spend a vacation.

Editor's Note:—The foregoing is a concrete example of class lines in the United States. It reveals the characteristics embodied in certain of our 100 per cent citizens—100 per cent class conscious. From their point of view, it is the highest quality of honor to deprive workers' families of their bread. Every passing day reveals the definition of class lines in the United States, and the workers are slow to realize the situation. We must meet solidarity of the capitalist with the solidarity of labor.

CHILD WELFARE IN BELGIUM

Through the Second International Conference on the Protection of Childhood, held at Brussels from July 18 to 21, the attention of the world has been called to the program Belgium is working out for the conservation of childhood. Of timely interest is an article by Dr. Rene Sand of the University of Brussels, recently received by the U. S. Department of Labor through the Children's Bureau. How intelligence, determination and united effort triumph over conquest, war and famine is vividly portrayed in this discussion of "Industrial Medical Reconstruction in Belgium," which appeared in Living Medicine."

Even during the years of occupation, when the Government had left the Belgian soil and the only central co-ordinating agency was the voluntary "Comité National," public health activities were started on a hitherto unknown scale, and for the first two years there was an actual decline in infant mortality. Dr. Sand accounts for this in part by the cessation of industrial work for women. The Children's Welfare League, which had begun to function to a limited extent before the war, developed in the midst of the most difficult circumstances until even the smallest village was reached.

In spite of these efforts, the average child was, at the time of the Armistice, one full year backward in normal development; the weight of the average Brussels school boy was three pounds below normal and of the average school girl, seven pounds.

The first step in the medical reconstruction of industry was the establishment of an independent Labor Medical Service, which includes in its functions the protection of expectant and nursing working women and the care of the health of working children. The service immediately formulated a constructive program which enlisted the co-operation of all agencies concerned in the promotion of public health, including the health of working mothers and their children.

In the United States, eighteen States provide for the physical examination of every child entering industry, but no State has provided for examinations of working children at regular intervals. Belgium has adopted the advanced program of a medical examination for every juvenile not later than a month after he has entered an industrial occupation, to be repeated once a year until the child reaches eighteen, and oftener in case of disease.

Belgium has realized that health protection in the community must go hand-in-hand with health protection in industry, and Dr. Sand emphasizes the following points: General public health work; child welfare; housing; the restriction of alcohol consumption; and education and recreation, both for adults and children.

A national children's board has been established, which is maintained by public and private funds, and which supervises and supports child welfare organizations meeting certain conditions. The child welfare program includes the periodical free examination of children under three years of age brought by their mothers for examination; the establishment of free medical dispensaries for expectant mothers; the diffusion of knowledge relating to infant health and maternal nursing; and the supervision of boarded-out children under seven years of age. The cost of child welfare work will be borne one-half

by the State, one-fourth by the province and one-fourth by the municipality. Provincial and municipal boards are appointed by the national board, and advisory committees are provided for.

Editor Seamen's Journal:

I have spent up all my money, and have nothing now to do, but sit around the union hall, and think a thing or two. My thoughts are simply memories, and I think of nothing new, but I will write out my story and send it down to you. My writing may be very poor, and my poetry be worse; but just to pass the time away I'll try to make it verse. If you turn this paper over my tale will meet your eyes; and if you can not use it, you need not apologize:

UNDER TROPIC SKIES

The boy stood on the burning deck,
Beneath the tropic's sun;
He was thinking of home and mother,
The little son of a gun.

In fancy he saw his playmates,
Playing on the sands,
And, oh, he rued the wanderlust,
That took him to foreign lands.

He hated the burning tropic sky,
And he hated the calm, blue sea;
And how he hated the drudgery
On the good ship "Nancy Lee."

And as he stood on the burning deck,
His hand upon his chin;
The first mate chanced to spy him,
And laid hold of a belaying pin.

He chased the boy about the ship,
While the sailors laughed with glee;
He chased him onto the jiboom,
And into the glassy sea.

He hauled the boy aboard again,
And beat him till he bled;
He beat him till he fainted,
And was very nearly dead.

But he taught the lad a lesson
Not to stand still in the sun;
But to holystone the burning deck
Until the day was done.

This story isn't fiction,
It happened once to me;
And it happens far too often
To the boys that go to sea.

—B. Allison, Vancouver, B. C.

WORKING WOMEN TO END WAR

A world-wide demonstration for disarmament by the women of all nations, to be held on Armistice Day, when the International Disarmament Conference convenes in Washington, was initiated recently at Washington by organized American working women, through the National Women's Trade Union League. Telegrams inviting participation of a score of women's organizations of the United States and the organized women in forty-eight nations which are sending delegates to the Second International Congress of Working Women in Geneva, were sent out on behalf of the National Women's Trade Union League by Mrs. Raymond Robins, its national president, who is also president of the International Congress of Working Women.

"To strengthen the Governments in their desire to disarm, by giving unequivocal expression of the women of all the world," is the purpose of the demonstration. Plans are not yet announced as to the form the demonstration will take, but committees will at once be organized in order to put the arrangements well under way before the American delegates to the International Congress of Working Women sail for Geneva, early in September. The American demonstration will focus in Washington, where it may take the form of a parade, and it will, doubtless, be carried out locally all over the country also.

The text of the message of the National Women's Trade Union League to the women of forty-eight nations, signed by Mrs. Robins, is as follows:

"President Harding has set Armistice Day for the opening of the momentous disarmament conference at Washington. When we remember the joy that went up from the peoples of all nations in thanksgiving that peace would once more dwell on earth, no other day would lend the same significance throughout the entire world as this anniversary of November 11, 1918. Since that day the aftermath of the war with its hunger, suffering and misery has appalled the conscience and paralyzed the spirit of mankind. This is the great hour for women of the world to help lead humanity out of the darkness that overwhelmed it. The hour to liberate humanity from the crushing burden of armaments is at hand. The Government will be strengthened in their desire to disarm if the women of the nations will give unequivocal expression to their will.

"Organized effort is essential to the achievement of our purpose. American working women, through the National Women's Trade Union League, ask you to unite in making that will unequivocally express itself on Armistice Day by organizing a world-wide demonstration to be followed by constructive action."

The National Women's Trade Union League, which is a federation of trade union women and allies of the labor movement, has twenty local leagues in the United States, with an affiliated membership of about 600,000.

The foreign countries in which the organized working women have been asked to organize simultaneous demonstrations are: Argentina, Austria, Australia, Belgium, Bolivia, Brazil, Bulgaria, Canada, Chili, Colombia, Costa Rica, Cuba, Denmark, Ccechoslovakia, Dominican Republic, Ecuador, Finland, France, Germany, Great Britain, Greece, Guatemala, Honduras, Hungary, India, Italy, Japan, Mexico, Netherlands, New Zealand, Nicaragua, Norway, Panama, Paraguay, Peru, Philippines, Poland, Porto Rico, Portugal, Rumania, Salvador, Serbia, South Africa, Spain, Sweden, Switzerland, Uruguay, Venezuela.

HISTORY OF LABOR DAY

Labor Day, 1921, is the twenty-seventh annual celebration of Labor Day as a legal national holiday.

The history of Labor Day is significant of the increasing strength and progress of organized labor.

Labor Day evolved from the aspiration of the labor movement; it was not handed down as a present. Its recognition as a legal holiday was won by labor; it was not given to labor.

The united voluntary efforts of the workers themselves established Labor Day as a national holiday long before any State Legislature or the National Legislature enacted the custom into statute law.

But the history of the statute law is in itself significant; it indicates the ever-increasing influence of the economic organizations of labor over the deliberations of law makers.

The Labor Day idea was originated by P. J. McGuire, for many years first vice-president of the American Federation of Labor.

At a meeting of the New York City Central Labor Union, held on May 8, 1882, McGuire urged the propriety of setting aside one day in the year as a general holiday for the laboring people. He suggested that it be called "Labor Day."

The idea was adopted by the Central Labor Union, and it staged a Labor Day parade and festival on the first Monday in September, 1882.

The A. F. of L. endorsed the national Labor Day holiday at its 1884 convention, held at Chicago. The convention unanimously adopted the following resolution, introduced by A. C. Cameron, delegate from the Chicago Trades and Labor Alliance:

"Resolved, That the first Monday in September of each year be set apart as a laborer's national holiday, and that we recommend its observance by all wage workers, irrespective of sex, calling, or nationality."

Through the activity of the State Federations of Labor and the central labor bodies the Labor Day demand spread from city to city and State to State.

Many municipal councils and State Legislatures made it a legal holiday.

Oregon was the first State to accede to labor's demand that Labor Day be made a State holiday. The Oregon Labor Day law was signed by the Governor on February 21, 1887. The Legislatures of Colorado, Massachusetts, New Jersey and New York also made Labor Day a State holiday in 1887. Connecticut, Nebraska and Pennsylvania followed in 1889; Iowa and Ohio in 1890; Georgia, Illinois, Indiana, Kansas, Maine, Montana, New Hampshire, South Carolina, Tennessee and Washington in 1891; Alabama, Louisiana, Utah and Virginia in 1892, and California, Delaware, Florida, Minnesota, Rhode Island, Texas and Wisconsin in 1893.

In the meantime A. F. of L. officials sought congressional legislation to make Labor Day a legal national holiday, in conformity with the resolution of the 1884 convention. The bill became a law ten years later. It passed Congress on June 28, 1894.

On June 29, 1894, President Cleveland signed the Labor Day law in the presence of Amos J. Cummings, representative in Congress from New York City. Mr. Cummings presented the pen and penholder used by President Cleveland to President Gompers.

In his annual report to the 1894 A. F. of L. convention President Gompers said:

"National Labor Day—It affords me pleasure to be able to report that the demand made by the A. F. of L. for making the first Monday in September of each year a legal holiday passed Congress and was made a law on June 29, 1894."

WASHINGTON LETTER

(By Laurence Todd)

Although Secretary of the Navy Davis admits that 5,735,000 workers are unemployed, and winter is approaching with little prospects for an early revival of industry, Congress has spent the last few days wrangling over the "beer bill," and finally recessed without the slightest effort to pass any measures calculated to relieve the acute distress which exists throughout the country.

It is true that pressure from the agricultural sections forced through a bill which empowers the War Finance Corporation to loan one million dollars on farm products; but Congress delayed so long over this Act that the harvest is practically over. Grains and other farm crops have now left the hands of the farmer, and country banks, grain buyers, exporters and speculators will be the chief beneficiaries of the bill. Most of the farmers already have sold their crops at prices far below the cost of production. This means that the farmers' purchasing power—40 per cent of that of the entire country—will be prostrated for at least another season.

The Harding administration has handled the existing depression with almost unparalleled stupidity. It has permitted the Federal Reserve Banking Board to continue its contraction of currency and credit and this deliberate "deflation" of the farmers and workers has just about "killed the goose that laid the golden egg." The only steps that the Administration has taken is to force, through high tariff rates, to shift some $600,000,000 in taxes from twenty thousand millionaire war profiteers to the great consuming public, and to loan the railroads half a billion dollars. All these measures have made conditions worse instead of better.

Harding regards the railroad relief bill the crowning triumph of his White House incumbency. He honestly believes it "will restore prosperity." Of course it will do no such thing. It is merely an attempt "to lift ourselves by our economic bootstraps" as a Western Congressman recently declared. What the railroads need is efficient management, unification of many competing and unnecessary branches, lower freight rates and a squeezing out of their watered stocks. The Esch-Cummins Act put a premium on graft and waste and there is little likelihood of there being conducted for the best interests of the country so long as this piece of special legislation remains on the statute books.

But Harding does not see this. He is densely ignorant of economics and blindly trustful in the little clique of wealthy advisors who surround him. Mellon and Hoover, both of them multi-millionaires, are his right-hand men on the Cabinet, and almost any big capitalist, from J. P. Morgan down, can get easy and sympathetic access to the presidential ear. These men shape his opinions, and this explains, as Representative Keller of Minnesota recently charged, why "the Administration is so busy administrating for 5000 millionaires that it has forgotten the existence of the 100,000,000 people who make up the rest of the population." This is a perfectly just indictment. But in the meantime the country drifts into increasing hardships and depression under the leadership of an easy-going, golf-playing President, very well pleased with his own lot and apparently well satisfied that we are progressing very nicely "back to normalcy."

Gompers Vague About Program

Confronted with undisputable evidence that our industrial autocrats are taking advantage of the depression to extend the open-shop campaign and to force further wage reductions, the American Federation of Labor executive committee is facing the most serious situation since 1893.

President Gompers opened the meeting with the assertion that labor intends to resist further wage cuts, but he refused to specify what steps would be taken. Later it was announced that "adoption of a new policy to serve as a guide for the labor movement of America" would be the result of the meeting. Nothing very definite about this new policy could be learned, but President Gompers intimated that a "thorough investigation had been ordered of the entire field of industry and that results of this inquiry would form the basis of the new policy."

The A. F. of L. head also gave out a vigorous interview denouncing the "economic crime" of paying workers wages below decent standards of living and pointing out that profits, rents, interest and other forms of capitalist returns ought to be deflated along with wages.

The Executive Council also scored the decision of Judge Boyd of the North Carolina Federal Court in declaring the child labor law unconstitutional for a second time. The statement asserted that "Again the judiciary has set itself up as a paramount body over the executive and legislative branches of our Government," and added that "the Executive Council of the American Federation of Labor protests against the course pursued by Judge Boyd and appeals to the Congress to rectify the wrong and bring the judiciary within the folds of its component and not dominating part of the Government of our Republic."

Rail Strike Rumored

Labor leaders here report that there is growing dissatisfaction among railroad machinists over recent wage cuts and attempts on the part of carriers to evade rulings of the Railroad Labor Board by such subterfuge as the "Marion plan," where the roads turned over their shops to a privately operated company, which put in open shop rules.

As a result another "outlaw strike" is feared in some circles, and union officials here have telegraphed to various big rail centers urging the men to "sit tight" until the union executives formulate a definite policy.

The recent decision of the Railroad Labor Board on overtime and working hours is not regarded as a victory for the men when it has come to be more carefully analyzed. The shop crafts directly affected by the decision were inclined to regard it as a victory at first, but more study has resulted in their leaders declaring it an "adverse decision."

Officials Refund Salaries

Because thousands of their members are out of work and consequently drawing no wages, the salaries of all staff officers of the International Association of Machinists for the month of August will be refunded and turned over to the strike benefit fund. The total will amount to about $10,000.

The suggestion was made by President Johnston and all the salaried officials gladly joining in giving up their salaries for the month. In the meantime the officials of the organization are making active efforts to stave off unemployment by formation of a corps of "foreign trade getters." The Mexican Government, which is sympathetic with union labor, has already placed orders through the International Machinists aggregating $2,000,000. Needless to say, these orders are only given to firms friendly to labor. An effort will be made to extend this movement to other South American republics. Soviet Russia also orders machinery through organized labor channels.

Federal Classification Planned

The National Federation of Federal Employes, which holds its national convention at New Orleans next month, will concern itself primarily with ways and means to obtain legislation for a complete reclassification of the United States civil service to meet modern employment standards.

Investigation by the joint congressional commission on reclassification has shown that nearly 50,000 Federal employes are paid less than a living wage; that there are as many as twelve rates of pay for the same work; that scientists and highly trained workers often are paid less than ordinary labor; that hundreds of positions are vacant because salaries are too low to tempt applicants; that there is little future for employes appointed on merit because most of the high salaried posts are held by political appointees; and that a 40 per cent annual labor turnover costs the Government millions of dollars in decreased efficiency.

President Luther Steward of the Federal Employes' Union says that the following principles will be urged to reform the administration of civil service:

"1. A uniform employment policy affecting working conditions and salaries, determined by a central administrative agency after consultation with department heads, this agency to have power to review and to constitute a board of appeal.

"2. A standardized salary scale based on skill and training required for the work performed, with just relation to the cost of living as determined by official investigation.

"3. Appointment, allocation, promotion and removal in accordance with proved qualifications determined by the correlating agencies, i. e. the Civil Service Commission and the budget bureau in consultation with appointing officers.

"4. Equal pay for work of corresponding skill, with equal opportunity for promotion irrespective of sex."

The Labor News of Eureka remarks: "Now that the American plan is in full swing on the sea, it will be convenient to blame the Bolsheviks for the disappearance of any vessels that fail to reach port.

The most powerful influence for an active intelligence is an empty stomach.

HAWAII NEARLY HALF JAP.

According to statistics of the territorial board of health the number of Japanese in the Hawaiian Islands during the fiscal year ending June 30, 1921, was estimated at 114,879 out of a total estimated population of 275,884.

The justification for Hawaii's reputation as the "melting pot of the Pacific" was evidenced in the following tabulation of race populations contained in the report:

American, British, German and Russian, 37,409; Chinese, 22,378; Filipino, 23,971; Hawaiian, 21,907; Japanese, 114,879; Korean, 5327; Asiatic-Hawaiian, 6499; Caucasian-Hawaiian, 11,348; Portuguese, 25,-257; Porto Rican, 5257; Spanish, 848; all others, 570.

Japanese Births One-Half

The Japanese births during the year constituted virtually one-half of the total births of the territory, or 5001, according to figures supplied by the Japanese consul-general. The Japanese birth rate was 42.74 a thousand against the population birth rate of 36.81 a thousand.

The Japanese deaths totaled slightly more than one-third of the entire deaths of the territory. The Japanese rate was 11.45 a thousand as against the total population death rate of 13.73 a thousand.

5605 Increase

The total Japanese population of 114,879 is an increase of 5605 over the official census of 1920. The health board pointed out that this was at the rate of 56,050 for a ten-year period, compared with the increase of 29,599 Japanese in the territory during the 1910-1920 decade.

The total population of 275,884 includes the military and naval forces, numbering about 16,500. The territory's population in 1920 was 255,912, excluding the army and navy.

High Death Rates

Persons of Spanish blood hold first place in the mortality rate, suffering 38.92 deaths a thousand population. Pure blooded Hawaiians, however, led the important racial groups with a death rate of 32.55, while the rate of the Americans, British, Germans and Russians was only 5.99 a thousand.

In the birth rate also the Americans, British, Germans and Russians were last with 15.88 a thousand as compared with the Asiatic-Hawaiian group with a high birth rate of 78.63, the Caucasian-Hawaiians with a rate of 63.27; Koreans, 41.11; Portuguese, 39.99; Chinese, 32.04, and Hawaiians, 28.30.

JAPS OUTWIT SHIPPING BOARD

Every passing day adds new examples of inefficiency upon the part of Shipping Board representatives, some of which border on absolute stupidity. In view of the fact that there has been so much lack of economy in operation, the following press item is interesting:

"Outwitted by Japanese commercial strategy in the open fight to secure steamship freight business in the Pacific, the United States Shipping Board has lost several million dollars in the past month through low-quoted rates.

"Lured by extensive orders from Japanese buyers in the Orient, government-owned vessels were offered for the trade. The rate quoted by the Americans was underbid by the Japanese steamship officials. Then the Americans made a material rate cut, and the Japs shrewdly permitted them to take the bait.

"At a rate of $12.50 a thousand feet for lumber cargo the government-owned craft were unable to pay operating expenses one way across the Pacific.

"Twenty-four big freight steamers of the United States Shipping Board, which have been engaged in transporting these lumber cargoes from the Pacific Northwest to the Orient for Japanese account, have been withdrawn from service.

"This fact was revealed following the receipt of Chairman Lasker's order to restrict allocations and cut commission fees to operators in the effort to save $25,000,000 monthly now lost by the Shipping Board.

"All the twenty-four freighters have been transporting lumber at $12.50 a thousand feet from the Columbia River to Japanese ports. Each steamer has been operated at a loss of over $50,000 a voyage.

"North Pacific Japanese lines have been content to permit the American-owned vessels to handle the lumber business at the low rates and at a loss while the Jap freighters have been traveling well filled with other cargoes at a rate giving them a substantial profit."

DIRIGIBLE ZR-2 WRECKED

Sixteen officers and men of the United States navy and twenty-seven officers and men of the British navy met death in the collapse of the great dirigible ZR-2 over the city of Hull.

All but one of the Americans on board the ill-fated craft perished.

Only six men of the forty-nine who were making the trial trip in the dirigible prior to the vessel's being turned over to the United States navy are known to have been saved.

The ZR-2 had been in the air continuously for thirty-six hours, while making a trial trip, preparatory to being turned over to the Americans, when the accident occurred.

MINERS TURN BACK

The march of miners from Marmet to Mingo, in protest against martial law, came to an end when President C. F. Keeney of District 17, United Mine Workers of America, induced five or six hundred of the men to agree to return to their homes. Keeney said that special trains would be provided for the men, while the thousands along the road between Madison and Peytona had already taken the back track.

Excitement still runs high in the affected area, and a condition bordering on civil war prevails in West Virginia.

Children enjoying the benefit of school and the pleasure of the playground instead of the drudgery of the mill and factory is part of the progress made by the union label.

Know the worth of your comrades by attending meetings.

International Seamen's Union of America

(Continued from Page 5)

BOATMEN'S BENEFICIAL ASSOCIATION
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HOBOKEN, N. J. ..... 316 River Street

EASTERN MARINE WORKERS' ASSOCIATION
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C. W. DEAL, Secretary
SAN FRANCISCO, Cal. ..... 166 Steuart Street
Phone Sutter 2205
STOCKTON, Cal. ..... Labor Temple

FISH TRAP PILE DRIVERS AND WEB WORKERS OF PUGET SOUND AND ALASKA
1316 Dock Street, Bellingham, Washington

Labor News

Shortage of skilled help is reported in the cotton mills of eastern Connecticut. The mills are now running on a 100 per cent basis.

The Dress and Skirt Manufacturers' Association has agreed to continue its present wage and working conditions agreement with the International Ladies' Garment Workers' Union for five months.

Permanent exclusion of all Orientals from Canada was urged in a resolution adopted by the Dominion Trades and Labor Congress. The congress also went on record as opposed to the renewal of the Anglo-Japanese treaty.

Organized labor of San Francisco will observe Labor Day with an entertainment and ball at the Civic Auditorium. The committees include the regular shining lights in local labor circles.

Through failure of drilling outfits in Oklahoma to pay off their men, oilworkers in that State have lost tens of thousands of dollars in wages. Actions to recover have been started through the State Labor Commissioner's office, and a great number of the oilworkers are in distress financially.

The building tie-up in San Francisco ended when the Building Trades Council unions by a vote approximately 2 to 1 decided to return to work. At the same time the unions voted 5 to 1 against acceptance of the proposals of the Chamber of Commerce Industrial Relations Committee which is based on the American Plan.

More than 2000 teamsters employed by the United States Trucking Corporation of New York checked a wage reduction that, if successful, would spread throughout the city. The corporation demanded that rates be reduced $4 a week. After a few hours' strike the corporation agreed to accept the old scale.

The American Federation of Labor seeks to abolish the practice of fixing wages solely on a basis of the cost of living. The Federation's executive council have finally decided to undertake an investigation to develop a new policy by which the workmen would also be rewarded for their social usefulness and productivity.

Twenty-one Industrial Workers of the World have won a victory before the State Supreme Court at Olympia, Washington. The Court, in a judgment handed down, sets aside the conviction imposed on these men by the Pierce County Superior Court March 2, 1920, and orders a new trial for the accused. These workers were convicted on hearsay evidence, the Supreme Court holds. The appeal has been known as the State against Alfred Pettilla and others, and has been pending for several months. The twenty-one men affected by the Supreme Court decision were arrested in Tacoma following the Centralia killings in which paraders attacked the I. W. W. hall. The conviction was registered in the lower Court on a charge of criminal syndicalism, and the trial was part of an hysterical "clean-up" campaign of I. W. W. throughout the State. Activities of the I. W. W. in disseminating their literature in cities, lumber camps and grain fields were thoroughly considered by the Supreme Court before rendering its decision.

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Ackerstrom, Oscar
Aberg, Einar
Anderson, A. C.
Anderson, Cornelius
Antonsen, John
Aholainen, Edvord
Andersen, Arthur H.
Augusta, J.
Andersen, Hans
Akselsen, George
Andersen, Marius
Anderson, Ingemar
Adrian, P.
Andersen, D. E. B.
Alonso, Nicolas
Andersen, Pete

Blaagaard, Anton
Baker, Joe
Boyle, J.
Bjorkkvist, Ragnar
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Bussek, Joe
Bratt, F. H.
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Bergstrom, Charles
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Back, Chr.
Burton, Arthur
Bowen, W. F.
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Dickensen, A.
Dampsey, Geo. A.
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Eklung, Victor
Edvordsen, John
Elsted, John
Edvords, Louis

Forbes, Frank M.
Fugman, Arthur
Franzell, Arthur
Frog, Hartvig
Fox, A. -862
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Fredrickson, F. W.

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Gustafson, Oscar
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Graudin, Ed.
Gulliksen, Amandus
Gangsrod, Karl
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Jorgensen, Fred
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Johanson, Olof K.
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Johansen, Carl
Jones, A. H.
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Ljungstrom, Oscar
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Larsen, Emanuel
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Leeween, A. W.
Landlung, Chas.
Lauritsen, Jack
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Nelson, Janus
Nelson, Swan
Nilson, Carl -302
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Nelsen, A. B.
Nelson, Werner
Nelson, P. A.
Nilsen, Harald
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Nilsen, N. P.

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Optedal, Caspar
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Owens, J. W.
Ogga, Ed

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Parker, Bert
Pederson, C. E. -1286
Pedersen, Herman
Pedersen, Emil F.
Pabus, Laas
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Permin, J. C.
Pedersen, E. P.
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Tangeros, L.
Thomsen, Peder
Theysen, Arthur
Unwin, H.
Wheeler, G. W.
Welkens, Henry
Wiger, John
Welson, E. W.
Wilson, Walter
Westerlund, Albert
Stetson, Henry
Schrage, P. W.
Schler, T. J.
Schirmbel, Rup
Sarv, H.
Smith, Aug.
Scarlett, J.
Swansen, Axel
Salonen, Ivori
Salmar, K.
Stockburger, C.
Stidham, C. W.
Samuelsen, Hugo
Semberg, John
Swanson, J. -1013
Sandvik, H.
Teneson, J.
Tripplett, C. J.
Thorsen, Hans
Tugmen, Arthur
Thorsen, Hans
Torstinsen, A. J.
Volley, P.
Wold, Stadius
Ward, Wallace
Wahlstrom, Eric
Wallin, A.
Walker, A. A.

SAN FRANCISCO
Alaska Fishermen's Letter List.

Anderson, Hilding
Andersen, Ole
Albertsen, John
Audrey, A. Belle
Brumfilt, Walter
Bround, Geo. A.
Carlsen, Ernest
Clark, Bruce
Carlson, E.
Dentrei, Salvatore
Flem, Knut.
Graham, R. J.
Gronning, T. S.
Hagburg Gust.
Jacobsen, Emel.
Jacobsen, Olai.
Janssen, M. N.
Johnsen, John
Johansen, F. C.
Johanson, Fritz. C.
Johnson, A. Emil.
Karlkrsmoli, Steve
Larsen, Theodor A.
Larsen, William
Olsen, Johan Oscar
Rassmussen, Peter
Roni, E.
Ryan, Jack
Skooba, Nils
Schultz, Walter
Schaffer, Paul
Smith, R.
Tannison, Peter

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Anderson, E. F.
Anderson, Olaf -1118
Anderson, John C.
Anderson, Charlie
Albers, George
Barton, M.
Bohm, Aug.
Carman, P.
Fostervold, Kasper
Gustafson, J.
Harris, John T.
Molmberg, Trans.
Johannessen, Alf.
Johannessen, Jonas
Jackson, John
Jesperson, Martin
Lepp, Alex.
Laisel, Harry
Nielson, Chr.
Nielsen, Hans
Newington, Fred
Olsson, Chas.
Pedersen, Wilhelm
Peterson, John
Parker, Arthur
Rengsderf, W.
Rawley, Bruce
Rubens, Chas.
Randle, C. W.
Saro, W.
Smith, C. Johan
Smith, Fred
Smith, Emil
Schant, H.
Tonsfeldt, John
Torjesen, Gunwald
Vejvada, Frank
Vetters, Oscar
Westerberg, Carl
Wilenius, J. T.

Tacoma Letter List.

Andersen, John
Dominguez, Joseph
Fronlund, Oscar
Jarvinen, Oscar
Klingenberg, John
Kurth, Hans
Low, G.
Matson P.
Marvis, John T. -2016.
Magnunon, E. W.
Nelson, Andrew B.
Rengsdorf, W.
Robinson, Lawrence
Recione, Walter Francis
Smith, John
Smith, Carl Johann
Scully John
Thompson, T.

Honolulu Letter List.

Freitas, Daniel
Gustafson, Erick
Yungman, W. H.
Kalne, James
Lee, Robert
Lauber, Emil
Olsen, C. W.
Willardsen, Wilhelm

INFORMATION WANTED

James Kenney of Philadelphia, last seen in Pennarth, Wales, is inquired for by V. McMahon, 96 Plain street, Providence, R. I. 6-1-21

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INFORMATION WANTED.

Anyone knowing the whereabouts of Anders Teodor Turesson, born at Gothenburg, will please notify The Swedish Firemen's Union, Gothenburg 7, Sweden. 11-24-20

San Pedro Letter List.

Anderson, H. M. 1495
Albertson, John
Anderson, Sam
Anderson, Chas. A.
Andersson, Gust B.
Arnesen, Isack
Anderson Harold M
Anderson, B. A.
Andersen. J. N.
Andersson, O. G. B.
Anderson, Gunner
Anderson, Harry B.
Alto, John-1349
Anderson, CharleyH

Bersin, Jacob
Boom, A. E.
Bordeaux, E. T.
Boe, Ivor

Carr, R. W.
Cameron, Robert
Carlsen, Dick
Crawford, Thomas
Cormie, William
Craig, Theodore
Catherwood, Horace
Clementsen, Alf
Cristen, John
Carroll, Kenneth
Carr, Robert R.
Calcoff, Sam
Cordeau, Thomas
Cords, W. A.
Cumalet, John H.

Deaver, A.
Dyrland, Erick
Dreyer, J. O.
Daunt, C.

Evertsen, Olaf
Eliassen, Emil
Evensen, Alex
Eliasson, George
Eriksson, Julius W.
Erickson, J. E.
Evans, John
Evertsen, Olaf

Forsberg, Alfred
Fernandez, Chas.
Fritze, Harry
Fors, Ellis

Galleberg, M.
Gregovich, Mark
Gray, A.
Gomez, F.
Gregersen, Kristian
Gaide, Wm.
Gunnerud, Ulrik

Hecker, W.
Harvey, Earl S.
Hall, Robert E.
Hickey, John
Hellman, Max
Horton, Geo. A.
Hanlon, William
Hanson, Harold
Hurley, Michael
Heino, A.
Horner, Ambrose
Harbst, John-2905

Jacobsen, Tom
Johansen, Johan
Johnson, Gunmar
Johnson, F. K.
Jorgensen, J.
Johnson, Tom
Jensen, Paul
Jonassen, Johannes
Jensen, Kristian
Jorgensen, Jens G.
Janson, Jack R.
Johansson, Albert
Jonessen, Fred
Johnson, C. A.
Johnson, Oscar
Johanson, Ed
Jones, Arne M.
Johanson, N. A.
Jorgensen, Knud
Jensen, Marius
Jomo, John
Johansen, J.-1432

Iwersen, W.

Killatt, Daniel
Koff, Michael
Knudsen, Andrew
Kopatz, Oscar
Kaartinen, Sam
Kallio, Frans A.
Koski, Juho
Kalnin, Ed
Lodersen, John

Lill, Karl
Lindroos, Oskar
Lehan, C.
Larsen, Olaf J.
Lueder, Wm.
Lund, F.
Lindholm, Chas.
Lund, Olai
Lobelos, Jose
Luce, Paul
Ligovski, Joe
Laursen, Max O.
Luhrs, Ludwig
Lorenzen, Jean
Loven, C.
Lauritzen, Ole

McCart, Albert
McCormick, Harold
McMullen, Dan
McCloskey, W.
McBridge, George
McVay, Frank

Miller, Fred
Miller, E.
Muller, Frederik
Malmquist, Gus
Mattson, Maurice
Machen, L. E.
Mizo, J. H.
Melaa, Peder

Neville, Thomas
Nelson, Charlie
Nielsen, S.

Olsson, P.
O'Donnell, Jas.
Ossante, Anthony
Olsen, Henning
Ovist, John
Olsen, Ferdinand
Onnu, Tobias
Olsen, Ole-1329

Pastorillen, H. K.
Paton, J. P.-2082
Persson, Bernhard
Peterson, O. E.-1558
Petterson, Axel

Rogers, Robert G.
Romani, Gaetano
Rengsdorf, W.
Rokow, Steve
Runska, Henry
Runge, Robert
Reidel, Gus
Ruygrok, Dick

Sutert, Ole
Stenberg, Alf
Steinbrick, Paul
Sandblom, H.
Sorensen, Edwin
Smith, Albert
Sandback, Geo.
Sund, Lewis
Stewart, Elder
Schierenbeck, Karl
Sandberg, N. A.
Sether, S. J.
Smith, Albert
Schellhous, Wm.
Sunde, O.
Sandstrom, Hjalmar
Selzer, Max
Samuelsen, H. M.
Stensland, Paul
Shaeffer, Ray
Stenros, John
Sakariassen, Bernh
Seagren, E.
Seaman, Fred
Schmidt, H. T. L.
Svendsen, Geo. E.

Thornlund, John
Thompson, Maurice

Viets, C. L.
Verney, A.
Viscarra, Oscar

Woide, John
Wilson, John
Winkelman, Otto
Williams, Frank
Wennerquist, Anton
Wilhelmson, Karl
Wright, Charlie
Westura, Willie
Williams, Irving
Winsten, Gustaf

Young, William
Young, Carl
Young, Ragnar
Zetbury, Harold

Registered Mail

McVay, Frank
Murphy, Edward
Viets, C. L.
Silla, Joseph
Braest, K.
Haierup, Axel J.
McCormick, Harold
Nixon, Leonard

Packages

Campbell, J. R.
Hennum, Christ
Costley, F. L.
Stenensen, A.
Hansen, Oscar-2171

INFORMATION WANTED

Frank Hines, John Ryan and Harold Wood, who claim to have been forced off the SS. "West Quechee" in France, December 14, 1919. please report or communicate with me at once. S. B. Axtell, Nine State street. New York. 4-20-21

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ATTORNEY

ARTHUR LAVENBURG

116 Broad Street, New York City

Announces he has enlarged his offices and will continue to furnish free legal advice to all seafaring men. Inquiries by mail should be brief.

INFORMATION WANTED

I am representing the Union men who are entitled to salvage and members of the crews of the following vessels. In most cases, action has been commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney with me. "Anacortes vs. Barge 95," "Alabama vs. Brandywine," "Bell Haven vs. Riverside Bridge," "Bakersfield vs. Eastern Sailor," "Beaumont vs. Baladan," "Chester Valley vs. Campbello," "Cacique vs. Cartagena," "Dachet vs. Hutchinson," "Delavan vs. Pennsylvanian," "Delana vs. Nevasco," "Devolente vs. Winova County," "Elkton vs. Cold Spring," "Eastern Glen vs. Andrew Jackson," "Silverado vs. Lake Faristan," "East Indian vs. Lake Flag," "Eastern Shore vs. Boston Bridge," "Eastside vs. Volunteer," "Eastern Sun vs. Jekyle," "Federal vs. Monamac," "Gypson Prince vs. Queen Makoning," "Glenwhite vs. Wathena," "H. F. Morse vs. Capulan," "Hadnot vs. Allentown," "Hickman vs. Faraby," "Intan vs. Putnam," "Ida vs. West Hepburn," "Lake Strabo vs. Lake Franconia," "Louisiana vs. Tallac," "Lake Freezeout vs. Liberty," "Mesholee vs. Johnson City," "Moosehausic vs. Jene L. Summerville," "Monasses vs. Eastern Queen," "New Briton vs. Braebrum, "Orcus vs. Johnson City," "Pawlet vs. Yana," "Pratt vs. Irish," "Shannock vs. Devo," "Sacanac vs. War Hagara," "Sutransco vs. Swedco," "Tollard vs. Gunston Hall," "Quabbin vs. Farnam," "Tunica vs. Neponier," "West Katan vs. Flavel," "West Harcouver vs. West Hemmetite," "Western Hope vs. Impico," "Western Comet vs. Nordica," "Western Queen vs. Cripple Creek," "Westford vs. Oshaloosa and Osakis," "West Segovia vs. Wampum," "Western Comet vs. Nesco," "Western Pride vs. West Silkirk," "West Maximus vs. Moosehausic," "Western Front vs. Silver Queen," "Wonahbe vs. Consort," "Cold Spring vs. Lycoming," "Benoni vs. West Hargrave," "West Harcouver vs. Ozaukee." S. B. Axtell, 9 State St., New York City.

Mrs. Hattie McClellan, 510 James Street, Seattle, Washington, is desirous of locating her son, George L. McClellan, age 21; last heard from about year ago in Norfolk, Va. 3-9-21

Mrs. Jeremiah T. Murphy, 39 Geer Street, Glens Falls, N. Y., is anxious to ascertain the whereabouts of her son, Timothy J. Murphy, last heard of in March, 1919, at Burkeburnett, Texas. Those knowing his whereabouts will please communicate with his mother. 8-31-21

Mrs. Theresa Moran, 313 Richmond street. Providence, R. I., is anxious to ascertain the whereabouts of her brother, Dan Gillis, a member of the Firemen's Union, last heard of in Ashtabula, Ohio, about four years ago. Any information will be greatly appreciated. 4-27-21

Carl Tossavainen, a former member of the Sailors' Union of the Pacific, a native of Kuopio, Finland, age 33 years, last heard from on the Pacific Coast in February, 1913; any one knowing his whereabouts will please communicate with Business Manager, The Seamen's Journal, San Francisco, Cal. 12-1-20

Emil Nagard, 2438 Folsom street, San Francisco, California, is anxious to ascertain the whereabouts of his brother, Joseph Louis Nagard, a member of the Marine Firemen's Union of the Pacific, last heard of at San Francisco, January, 1919. 8-3-21

World's Workers

Delegates from provincial labor bodies assembled at Winnipeg have decided upon creating a Labor Party to enter immediately into dominion politics.

One thousand fishermen on the coast of New South Wales have formed a fishermen's union and intend to sell their fish direct to the public of the State—in co-operation with the State trawlers.

The railway men are striking, and disturbances are increasing in the district of Posen (formerly West Prussia, now part of Poland). Several persons have been killed in political and industrial disorders.

The New South Wales Federal Basic Wage Commission recommends considerable increase in wages to an amount varying in Sydney and other capital cities from £5.17s. to £5.6s. 2d. in Brisbane. The recommendation is based on the increased cost of living, principally of house rent. If the recommendation is adopted, it is estimated that the wage bill of the Commonwealth will be increased by £100,000,000.

Significant developments mark the German workmen's campaign for nation-wide increases. An announcement has been made that the executive committee of the Miners' Federation informed the Government a general strike would be declared September 1, unless an increase of 12 marks per shift per man was granted. The State employes have refused the wage increases offered by the Government, holding out for their full demands.

The Australian Worker objects to the legal jargon and solemn nonsense raised by lawyers before the arbitration court. Recently the Bank Clerk's Union was called upon to pay $15,000 for legal expenses merely to get their claims placed before this government board. "If industrial arbitration is to be a success," says the Australian Worker, "we must get rid of the lawyers and their preposterous claim for theatrical services."

The Australian government is feeding striking copper miners, who left their work when attempts were made to lower their wages. Business in Australia is far from good, but there is a tendency toward better times. The coastwise trade is poor and as a consequence Australian coastwise shipping is tying up, with little hope of resuming operations for several months. In line with those of the United States and other industrial nations, the Australian banks are aggravating the situation, by refusing financial business backing.

British workers have won a victory over the government's proposal to treat co-operative societies as corporations and make their surplus subject to the corporations profits tax. The Government held that profits are profits, whether found in the treasury of co-operative societies or private companies organized for private profits. The workers held that profits of the co-operative societies are not profits in the ordinary sense—that profits of the private trader are made out of the consumers for the benefit of themselves, while the profits of the co-operatives are the savings of the consumers made by trading with themselves. The House of Commons accepted the worker's viewpoint.

Domestic and Naval

The steam schooner "Centralia," which was libeled at San Francisco by her crew last July, has paid off all obligations.

The American steamer "City of Brunswick," from Mobile to Antwerp, ran aground last week on Sambro Ledges, near Halifax, N. S.

A libel suit has been filed at Seattle against the motorship "Oregon." The vessel was formerly owned by the Gulf Mail Steamship Company.

Transfer of the coast guard service from the Treasury Department to the Navy Department was understood to be under consideration by President Harding.

Ratification, by the U. S. Senate and German Reichstag, of the peace treaty signed last week in Berlin, will be followed by withdrawal of American troops from the Rhine, according to Washington officials.

Remission of $17,640 fine is asked by the Toyo Kishen Kaisha in the case of the Japanese company's steamship "Tenyo Maru," in a petition filed in United States District Court. Five hundred cases of contraband opium were found hidden on the "Tenyo" last December.

The Shipping Board is experiencing a run in broken stern frames. Seven accidents of this kind have been reported in recent weeks from Puget Sound and the Columbia River. The "West Nomentum," making the eighth like accident, is in drydock at the Moore shipyards for the replacing of the lower half of her stern frame. The job will cost $18,500.

Petitions from all shipping ports are pouring in to Theodore Roosevelt, assistant secretary of the navy, asking that the Navy Department's daily bulletin be continued. The publication is issued daily and contains the movements of ships from all parts of the world, as well as aids to navigation and miscellaneous shipping notes. A notice that the publication was to be discontinued has raised a protest from the shipping fraternity of the country.

Closing of the United States Shippin Board Navigation School, located in the Ferry building, was ordered in a message from Washington. The school will cease to function on September 15. The large number of idle seamen and officers was given as the reason for the cessation of the school. Hundreds of seamen have been able to acquire their officers' tickets during the last four years through the medium of the school. Whether or not all other navigation schools throughout the country will be similarly affected was not stated.

A "lost battalion" of marines, six officers and 274 men, was formally found by the Navy Department last week. Since August, 1917, the battalion had been stationed at Camaguey, Cuba, in the very heart of the island, with no apparent reason for its being kept on such an assignment since the days of the war. The discovery of the "missing" marines was made by Assistant Secretary Roosevelt after much searching of records and inquiry among marine officers. The hunt was started as the result of the recent incident in Camaguey, when the marines kicked up some excitement in the Cuban town after Lewis Foster, an American engineer and former navy officer, had been attacked and beaten by Cubans.

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Deposits	67,792,431.14
Capital Actually Paid Up	1,000,000.00
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San Francisco Letter List

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manger, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Aaltonen, Charles
Aagaar, Austin
Aalstra. R.
Abrahamsen, Berner
Adamsson, J. -4144
Ahelsen, Jorgen
Allias, W.
Andersen, A. F. C.
Anderson, Carl -2344
Anderson, Charli -2001
Anderson, Geo. A.
Anderson, Harry B.
Andreassen, Emil
Andersson, Axel
Andersson, C. J. -2185
Anderson, Ingard
Anderson, Andrew
Andreassen, Arne
Andersen, Henry -1526
Andwerck, August
Austin, Tom

Baardsen, Hans M.
Backshall, Harry
Backman, Paul J.
Baggs, H. L.
Ballod, C. F.
Bandel, Kurt
Bassin, Georg
Behne, W. A.
Belinsky, P. -3108
Benway, Chas. P.
Berse, Peter
Besitser, Henry
Berg, J. E.
Born, Carl
Bosom, Guido
Bolf, Henruk
Bouliane, F. A.
Branner, Chas. A.
Brandt, B.
Brennan, Martin
Broughton, J. E.
Brown, Edward E.
Bradshaw, Frank
Brink, Harold
Buckley, R. E.

Calstrand, Gustav
Campbell, Martin
Carlson, Chas. F.
Carlson, Thure
Carlsson, J. Ovald
Carlson, Julius
Carlson, S. A.
Catechi, G. V.
Christensen, Rich. A.
Christian, Jim
Christensen, C. D. -1042
Clark, Lawrence J.
Cox, Edward
Constantinides, Al.
Cordery, Allen
Cobb. R. H.
Corich, Fred A.
Correro, Tom R.
Creth, Dave
Crume, John A.
Czarnetsky, F.

Dahl, Helge
Dale, W. H.
Dacon, Joseph
De Werd, F.
Diez, Harry
Dobbelaar, A.
Dolby, R. F.
Drange, F.
Dreyer, Trygve
Dember, E.
Dunlop, G.
Dunn, Sid.

Edwardsen, Johan
Ekholm, Frank
Elliott, A. W.
Emerson, H. E.
Espinoza, Juan
Esterhill, G. B.

Fabrowsky, The.
Faerberg, Ivan
Fiesle, Omer
Fitzgerald, R.
Fraser, E. D.
Friedman, Geo.
Finkelberg, Arthur
Flitchenberg, Conrad
Ford, E. H.
Foley, John J.
Ford, Dough
Forslund, Fred
Forsaker, R. A.
Foster, C.
Fosse, Harald
Frazer, Alex V.
Friberg, Chas. A.
Francis, C. H.
Fuller, Everett E.

Gaare, Johan
Gabrielsen, Lasr
Gorman, Andrew
Green, Herbert
Graham, Claude D.
Graham, Walter F.
Groth, Fred
Gustavsen, Martin
Gustafson, Walter

Hagen, Geo.
Halley, William
Hansen, Olaf
Hanson, O. -2099
Hansen, T. E. J.
Harbst, J. D.
Hauptman, Fritz
Heathorne, G.
Heldal, T.
Hendricksen, J. R.
Hetland, Halvor
Hellsten, Gus. -2168
Holmberg, Mauno
Hjorsthoj, Johannes
Hunter, Ernest
Huse, Edward
Hubbard, Michael

Isacson, Erik
Isaksson. Gunnar

Jacobson, Emil
Jasper, Frank M.
Jacobsen, Joakim
Jaycox, James
Jewell, Al. M.
Johannesen. Olaf
Johnsen, Norman
Johnson, Edward
Johnson, Henry
Johnson, Johan H.
Johnson, L.
Johansen, Martin
Johansson, W. -1334
Johnson, J. -2840
Johnsson, C. J. -1566
Jonson, H. Erick
Johanson, E. A.
Jonasson, Henning
Johnsen, Alder
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INFORMATION WANTED

Mrs. Dan Fortune, 49 Reid street, is anxious to ascertain the whereabouts of her son, Dan Fortune, a member of the Marine Firemen's Union of the Atlantic. Anyone knowing his whereabouts will confer a great favor by communicating with his widowed mother. 7-13-21

Mrs. L. Greenberg, 31 Lambert street, Roxbury, Mass., is anxious to ascertain as to the whereabouts of Charles Kasak, a member of the Marine Firemen's Union of the Atlantic, last heard of in New York, October, 118. 6-22-21

Anyone knowing the whereabouts of Joseph Bert Riese, a native of Cleveland, Ohio, last heard of December 1, 1919, in Savannah, Ga., when he shipped on the SS. "West Apaim," please communicate with his mother, Mrs. Joseph Riese, 4120 Bailey avenue, Cleveland, O. 6-29-21

Anyone knowing the whereabouts of Olaf Erling Hendriksen, a native of Norway, age 33, last heard from on the Atlantic Coast, kindly communicate with his brother, Albert Hendriksen, Aalo Post Office, Christiansand, Norway. 6-1-21

Anyone knowing the whereabouts of Charles Petersen, a native of Bergen, Norway, last heard of in 1916, address P. O. Box 673, Juneau, Alaska. His father, Peter Iverson, is anxious to hear from him. Kindly communicate with A. Johnsen, P. O. Box 65, Seattle, Wash. 7-20-21

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LOCAL
STAMP

News from Abroad

Prohibition has been abolished in Soviet Russia and the country now is on a light wine basis.

The treaty of peace between Austria and the United States was signed at Vienna August 24.

Resumption of diplomatic relations with the United States is being considered by the Turkish government at Constantinople.

Americans in London are protesting against continued passport restrictions which compel their registration as aliens in England.

Trondhjem reports the catch of cod in Norway, for the season just ended, greater than in any one of the preceding years. The total of fish caught was 39,000,000.

Thousands of workers recently marched in Munich as a demonstration against hunger. Clashes with the police resulted in several deaths and numerous injuries.

Quebec reports under date of August 27 that four members of the crew of the collier "Maskinonga," anchored in midstream, were killed when warfare broke out among members of the Chinese crew.

The preliminary census figures show that the population of Great Britain is 42,767,530, a gain of 1,814,750 since 1911, or 4.7 per cent. The males number 20,430,623 and the females 22,336,709.

The cost of the inter-allied military occupation of Upper Silesia has reached 9,500,000,000 marks on August 1, which, according to the Versailles Treaty, must be paid by the State to which the disputed territory is annexed.

The treaty of peace between Germany and the United States was signed at Berlin August 25. The German foreign minister, in signing, expressed gratification at this act for the resumption of friendly relations between the two nations, Dresel replying with reciprocal sentiments.

The Belgian Chamber of Deputies has passed a law giving women the right to be burgomasters and aldermen, but if they are married they must have the husband's permission. However, if the husband is absent or otherwise unable to present an objection, his opinion will not be required. The bill has been passed on through to the Senate.

Unrest in India is seething. More than one thousand lives, it is feared, have been lost in the rioting in the Malbar district of British India. Anxiety is felt for the English women and children in the outlying districts. Several railway stations have been wrecked. Twenty men of the Leinster regiment at Tirunsngadi are reported to have been cut off. It is also reported that the rioting natives are working their way from the interior to Calicut, on the coast.

M. Tchitcherin, the Russian Soviet's foreign minister, has sent a note to the governments of Finland, Esthonia, Letvia, Lithuania and Poland warning them of alleged plots on the part of the Soviet's enemies to assassinate officials and prominent persons of the countries named, as well as other foreign countries. According to the note the murders were to be charged to the Bolshevists for the purpose of discrediting the present Russian regime. The note is being taken seriously by the countries concerned and is not being regarded as the usual Bolshevist propaganda.

With the Wits

Judge—Have you ever seen the prisoner at the bar before?

Witness—Yes, your Honor, that's where I met him.—Burr.

"How fast can your car go?"

"Just fast enough," replied Mr. Chuggins, "to break the road rules, and not fast enough to keep ahead of the cop."—Washington Star.

"What sort of a time is your friend having on his motor tour?"

"Great! I've had only two letters from him—one from a police station and the other from a hospital."—The Bulletin (Sydney).

"Father," said little Rollo, "what is meant by 'a Sabbath day's journey'?"

"I am afraid, my son, that in too many cases it means twice around the golf links."—Edinburgh Scotsman.

Agitated Lover—Is it true that your father has lost his fortune?

His Lady Love (sighing)—Yes—all is swept away; but you are left, Percy, dear.

Agitated Lover—Great Jupiter, I should say I am left!

"Can you suggest a good book for me to take with me when I go on my vacation?" asked the Old Fogy.

"Yes," replied the Grouch. "Be sure to take your pocketbook."

"I wonder if she does?" mused the Cheerful Idiot.

"You wonder if who does what?" asked the Wise Guy.

"Why, when a sailor dies, I wonder if his widow wears sea weeds!" replied the Cheerful Idiot.

The stingiest man was scoring a hired man for his extravagance in wanting to carry a lantern when going to call on his best girl.

"The idea!" he scoffed. "When I was courtin' I never carried no lantern; I went in the dark."

The hired man proceeded to fill the lantern. "Yes," he said sadly, "and look what you got."

"You are an hour late this morning, Sam," said an employer to his negro servant.

"Yes, sah, I know it, sah. I was kicked by a mule on my way, sah."

"That ought not to have detained you an hour, Sam."

"Well, you see, boss, it wouldn't have if he'd only kicked me in this direction, but he kicked me de other way, sah."

A mud-spattered dough-boy slouched into the "Y" hut where an entertainment was in progress and slumped into a front seat.

Firm, kindly, and efficient, a Y. M. C. A. man approached him, saying: "Sorry, buddy, but the entire front section is reserved for officers."

Wearily the youth rose.

"All right," he drawled. "But the one I just got back from wasn't."—The American Legion Weekly.

A red-headed boy applied for a job in a butcher shop. "How much will you give me?"

"Three dollars a week, but what can you do to make yourself useful around a butcher shop?"

"Anything."

"Well, in a pinch. Can you drive a chicken?"

"Not on $3 a week," said the boy.—U. S. Bulletin.

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I have said that I would never be attorney for shipowners, until the seamen were shipowners. One of the purposes of my visit to Europe this summer is to acquire knowledge as to shipping conditions abroad and particularly to ascertain with what degree of success the seamen of Italy are operating ships.

Any seamen, who, with a view to becoming shipowners some time, are willing to form "a Seamen's Society for Savings" and will pledge to save one-fourth of their wages over their board and lodging per annum, said savings to be put in a depository that they themselves may select, please communicate with the undersigned.

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